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34355 NOVEMBER 1974

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# DIRT BIKE



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**Editor:** CHET HEYBERGER  
**Associate Editors:**  
GEORGE WEGNER  
CHARLIE KLOPPENBURG  
**Editorial Assistant:** LAURA LANE  
**Production Editor:** GEORGIA McCLAY  
**Production Assistant:** ALBETH GRASS  
**Art Director:** ALBAR GENESTA

### CONTRIBUTING EDITORS/

Gary Bailey  
Jim Connolly  
John DeSoto  
Preston Petty  
Carl Shipman  
Al Wurtzel

### ADVERTISING OFFICES/

Hi-Torque Publications, Inc.  
16200 Ventura Boulevard  
Encino, California 91436  
Telephone: (213) 981-2317



ON THE COVER: Bill Barlow demonstrated the cutting edge of the new production 250 Maico.

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DIRT BIKE (Nov. 1974) is published monthly by Hi-Torque Publications, Inc., with editorial offices at 16200 Ventura Blvd., Encino, California 91436. Subscriptions \$7.50 per year. Canada \$1 additional for postage. Foreign \$2 additional for postage. Copyright 1974 by Hi-Torque Publications, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part without the express permission of the publisher. Manuscripts, photographs and illustrations should be accompanied by a stamped, self addressed envelope. The publisher does not assume responsibility for unsolicited material. Second class postage paid at Van Nuys, California 91408 and at additional mailing offices. DIRT BIKE, P. O. Box 317, Encino, California 91436

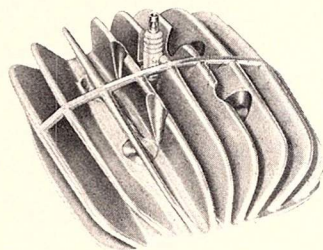


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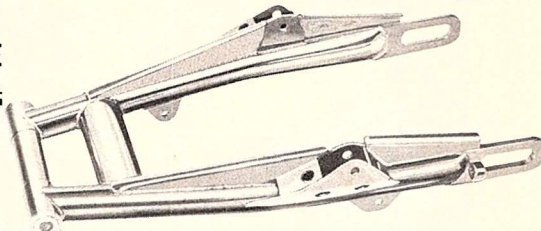


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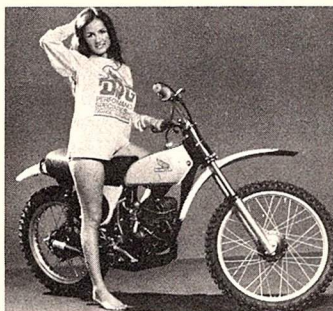
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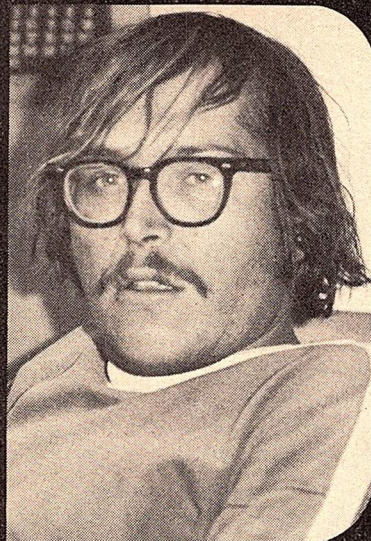
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# CHECKPOINT

by  
CHET HEYBERGER



## THE BAJA BUG

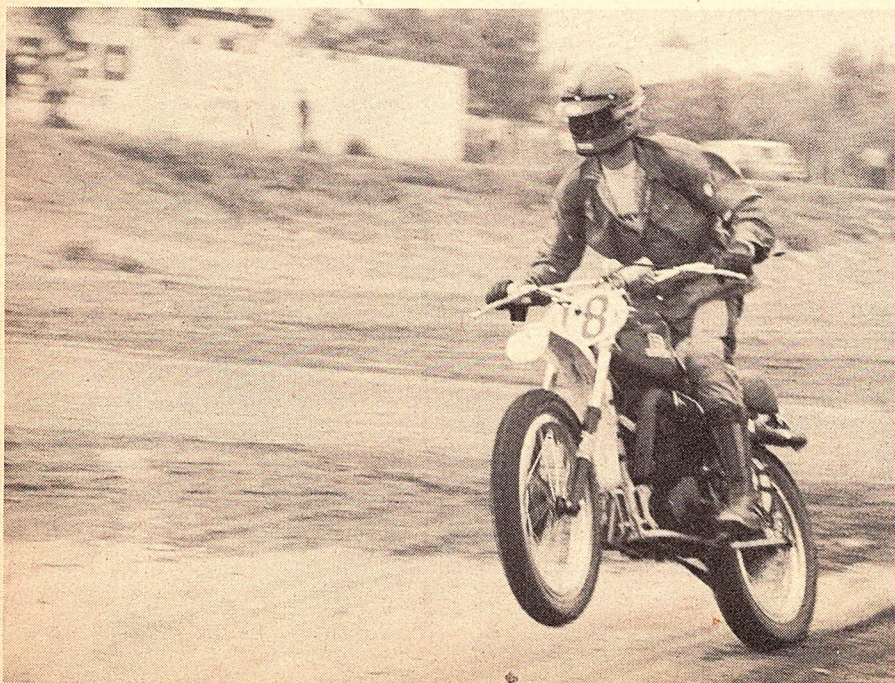
In this case, the Baja Bug isn't the disease the tourists get; nor is it one of those four-wheeled creations that raise dust down there. It's the desire to destroy a motorcycle on the Baja peninsula that sweeps through the racers twice each year, just like the disease the tourists get, come to think of it.

What makes people want to do it? What does it take to win? What goes on during the effort? What are the hassels you have when trying to run the Baja? After all, the Baja races —

along with the Mint 400 — are the final, the ultimate, the most respected, the highest paying off-road races. This last one, the SCORE International 500, had more than \$70,000 in posted contingencies and a purse of \$58,313.

So sit in with Al Baker, Dick Miller and Lee LaGorio as they rehash the event, bitch about the hangups, and then start telling the Baja stories. As they're talking, the event is three days old.

One of the things you find out



Mitch Mayes and A.C. Bakken won overall on a 400 Husky; the first car finished almost five minutes behind them.

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by mark shader

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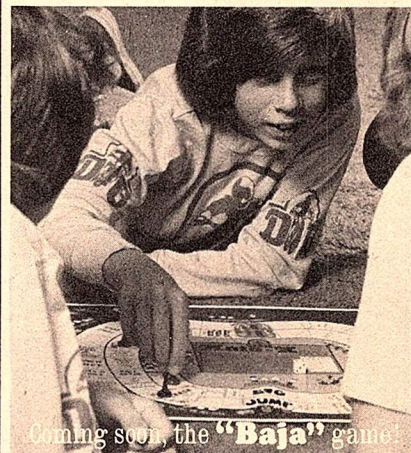
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immediately is that these professionals — the kind of riders that race for purses and don't have a sure income from a factory contract — have a higher level of hassles than you and me. For example, Al's a little unhappy about Steve Holladay, his partner. Al thinks that he put more than half the effort into their win, while Holladay even complained about being listed on the entry as co-driver instead of driver. Al's telling Dick: "Hey, I hustled everything, hassled Honda for four months about the bike, paid for every accessory that went on that bike myself — he didn't put a dime out. I kept receipts and all, hoping we could get it back from John (Blum, Honda's racing director), but we couldn't..." Dick broke in to point out that he and Preston Petty have won two Baja races and the last one on a Honda and still paid their own entry fee. That's \$350. But Al goes on: "You know, Steve works an eight-hour day and then comes and works on the bike a little bit at night. I worked on it eight hours during the day and again at night. Now he's taking credit for the whole thing and I don't know what to do. I don't know whether to just shine the whole thing on, and not worry about riding. I'm just burned out. I guess I just expected more of a thank-you from him."

It seems that Al Baker is disappointed with his finish (first 250, fourth bike and sixth overall in the race). He sets high standards for himself.

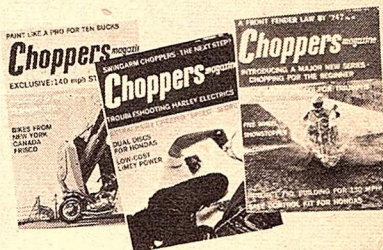
Then there was a little more talk about co-riders. Dick complained too. Being Preston Petty's partner has its own burdens — not that Dick complains about Preston, only about the fact that everyone seems to credit PP with the effort. Al disagreed, saying that everyone knows that Dick does it and Preston just rides the motorcycle, sometimes doesn't even see it until they get to Mexico. "If you want to know anything about the bike, if you want to know anything about the course, you go to Dick. Everyone knows that." "Sure," said Lee, "everyone knows that Dick Miller is Preston Petty's mechanic." Much laughter then.

Lee ended that phase of the conversation by pointing out that there's no such thing as a 50/50

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# Choppers

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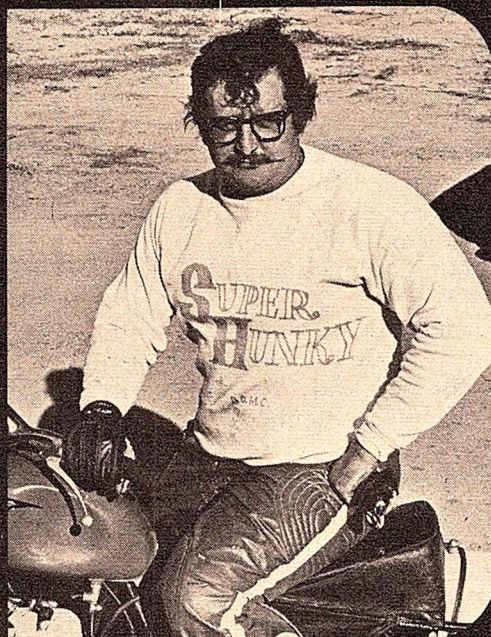
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# FROM THE SADDLE

by  
**RICK SIEMAN**



## THE KAPTAIN KRUNCH CEREAL CHAMPIONSHIPS

While I am indeed a noble appearing gentleman of sorts, I am most assuredly not a movie star in the looks department. So why then was this stunning-looking blond grabbing me by the arm and smiling? She was speaking — that much I remember — while I was busy looking down her impressive cleavage. Finally, some light was shed when she thrust a pack of L & M cigarettes into my hands and told me to enjoy them. I protested weakly and asked if, instead, she had any large, smelly cigars. Especially if they were Marsh-Wheelings, my decided favorite. She giggled negatively, gave me a playful pinch and oozed away. I noticed an "L" on one flank and an "M" on the other. I dare not say where the "and" was located, for this is a family magazine. How about that? A big-time cigarette manufacturer hyping their product at the Carlsbad Grand Prix. Hey, and they were doing a big promo at the Superbowl, too. Wow! Could it be coincidence?

The next Monday, at my office, there was proof that the happening was not mere chance and that, indeed, an obvious trend had started. Camel mailed DB a fist full of press releases about their "PRO

SERIES" and even a Camel photo contest. Let's see now ... beer people like Olympia and Schaeffers are part of the action, along with several other big-time products. What could it all mean? Is this the spearhead of an avalanche of mass consumer products jumping on the bike racing bandwagon? Could it be that the powers that be (Liggett and Myers, Procter and Gamble, Montgomery and Ward) have realized it's a lost cause to sell to the dolt who sits in front of the baseball game on TV?

No doubt.

And, naturally, they have realized that we bikers have huge amounts of money to fritter away. After all, riding a bike is an expensive hobby and one that defies justification. We, then, are an untapped marketplace. A veritable pocket of wealth. We consume voluminous amounts of things, don't we? Therefore, the manufacturers rightfully assume that backing the racing thing can sway our wallets to their beer, or their cigarettes, or even their breath purifier. Remember the Certs commercial on TV, eh?

Ah yes, the trend has started. No disputing that. But where will it lead? What amount of saturation is

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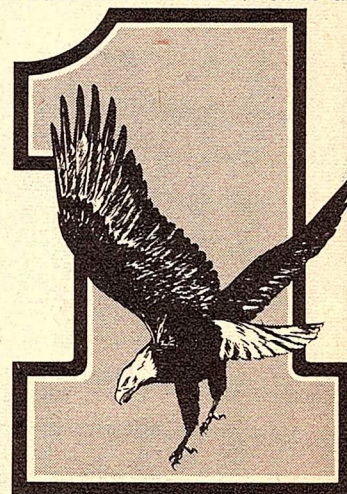
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going to happen to the sport as we know it? Only a look in the future can give us an inkling. Soooo, let's inkle:

"Good evening, laadeez and gennlemens. Welcome to the Palmolive World Series of Motocross, brought to you by Palmolive Soap, the soap used by more European motocrossers than any other. Isn't that right, Roger DeCoster?"

"You bet, Chris. In fact, right before practice, I always jump in the shower and do it up right. Wouldn't want to offend any more than necessary on that crowded starting line."

"Swell, Rog. And by the way, Rog, are you going to try for that Grand Slam tonight? No other rider has ever won the Playtex A, B and C cup in any one series."

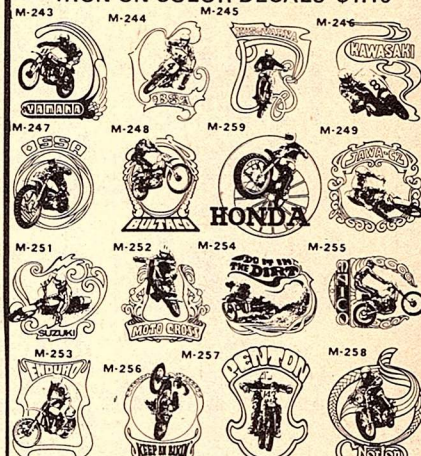
"Cross my heart, Chris."

"Hee hee. That Roger. What a cut-up. Thanx Rog. See you at the Preparation H Victory Circle later on. Now down to the pits for the pre-race interviews with Keith Jackson."

"Thanx Chris, and speaking of pits, race fans, don't let yours get  
*Cont'd. on page 88*

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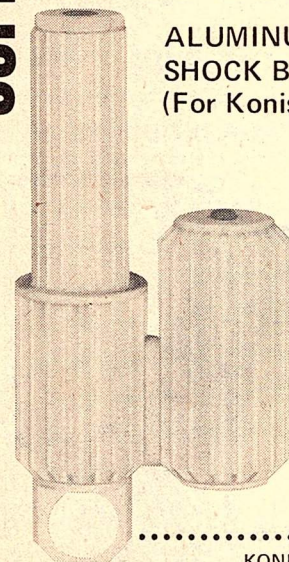


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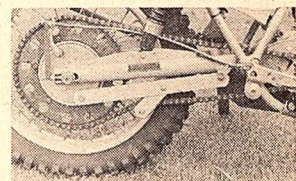
- CHROMOLY SWING ARM 1 IN. LONGER THAN STOCK. FULLY TUBULAR ENDS TO ELIMINATE REAR WHEEL FLEX. COMES COMPLETE WITH BUSHINGS, CAM ADJ. AND HOLLOW HEAT TREATED CHROMOLY AXLE. 2 LB. 4 OZ. LIGHTER THAN STOCK
- (SHOWN HERE FORWARD SHOCK MOUNT MODEL)

G.P. NO. 40-0003 FWD MOUNT	\$99.50
G.P. NO. 40-0004 STANDARD	\$99.50

PLEASE ADD 50¢ HANDLING TO EACH ORDER AND CALIFORNIA RESIDENTS ADD STATE SALES TAX.

**DEALER INQUIRIES INVITED**

#### CZ-MAICO CHAIN TENSIONER

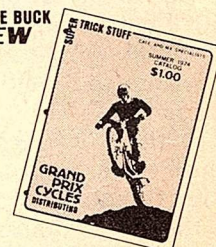


- SPRING LOADED FOR CONSTANT TENSION
- NO MORE CHAIN DERAILMENT
- A MUST FOR MODELS WITH SHOCKS MOVED FORWARD
- NYLON ROLLERS
- LIGHTWEIGHT

NO. 08-0029

\$17.25

SEND ONE BUCK FOR NEW CATALOG

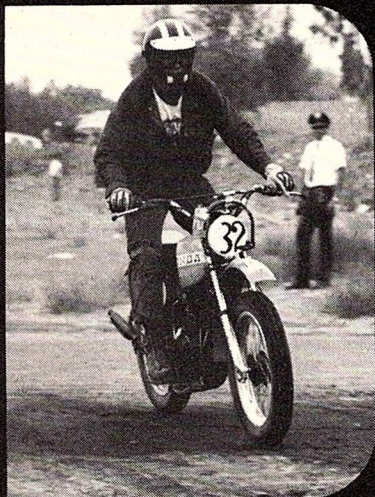


**GRAND PRIX CYCLES DISTRIBUTING**



# ASK THE EXPERT

by  
**PRESTON PETTY**



I PUT IN A NEW ROLL  
OF FILM, LOOKED UP,  
AND HE WAS GONE

How the heck do your ISDT  
riders change a tire so fast? When-  
ever I do it it takes about an hour,  
and that's just to get it off!

Bob Buter  
Hamden, Connecticut

Generally, the stories on how  
fast tire changes occur in the Six  
Days become greatly exaggerated.  
I've heard spectators tell me  
everything from 30 seconds to a  
minute and a half by Malcolm  
Smith. Once I offered him a \$100  
to show me how he could change  
a rear tire in a minute and a half.  
He said that he didn't think that  
the time span was too accurate.  
I've seen the factory Jawa riders  
change them in about five minutes  
(a rear tire that is), and they were  
really gettin' it on. However, in  
their case they do not have the  
tire locks or acceleration locks  
that are popular on most  
machines, particularly in  
motocross. To stop the tire from  
spinning on the rim they have tits,  
or pointed protrusions, sticking  
out from the inside of the rim,  
that gouge into the sidewall. I  
noticed the new Bultacos have  
them also. That makes it a whole  
bunch quicker. From time to time  
the magazines have articles on  
how to change tires. I suggest you  
keep an eye out for them.

## REBUILDABLE CURNUTTS REBUILT

I own a 1973 Yamaha 125MX.  
I bought it used (three months

old) with the stock shocks  
swapped for Curnutts. It handles  
better with the Curnutts but they  
have been well-used. Can I rebuild  
them? Can you tell me to whom I  
could write to get some info on  
how to rebuild them?

Mark Schulze  
Flint, Michigan

Yes. Pull the shocks off and  
mail them to Charles Curnutt,  
1649 No. 2, Sepulveda Blvd.,  
Torrance, California 90501. Tell  
him the bike they are going on,  
your weight and the type of riding  
you are doing with them. He will  
rebuild them and check the  
dampening orifice to make sure  
they are correct for your weight  
and type of riding and return them  
to you with the overhaul, C.O.D.  
You can rebuild them yourself. I  
suggest you write to Curnutt for  
his instruction pamphlet on doing  
it. It is better to have Curnutt do  
it, in case you screw up.

## ALSO MY LEFT THUMB IS LONGER THAN MY FIRST FINGER

I just bought a 1974 Penton  
Jackpiner to ride enduros with. I'd  
like some advice on how much  
handlebar rise and sweep-back I  
need, because I suspect this is  
pretty important for control and  
confort. I'm five feet-11 inches  
and wear a 33-inch sleeve. The  
bike came with the old style  
(cross-braced) bars.

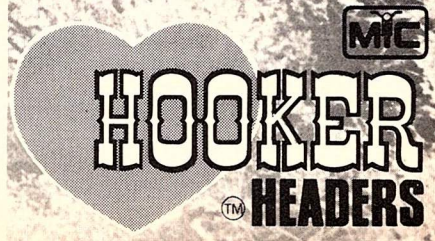
John Amidou  
Whereabouts Unknown

Cont'd. on page 21



When you're ready . . .  
Hooker makes horsepower  
When performance is  
more important than price  
The choice is Hooker.

Available at better dealers for popular  
Two and Four cycle bikes. For complete  
information and two Hooker decals, send  
50¢ handling to Hooker Headers,  
1032 TF West Brooks Street, Ontario,  
California 91762.





# NORSTAR BOOTS

## *American Pro Model*

**MOTOCROSS or ENDURO SOLE**

Available in 1/2 Sizes For:  
Men 7 1/2 thru 13  
Women 5 thru 9  
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**\$69.50**  
plus postage



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**AND PLACE YOUR  
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FOAM PADDED  
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BUILT IN  
PLASTIC SHIN  
PROTECTOR

TOP GRADE BOOT  
LEATHER WITH  
BRILLIANT  
RED/WHITE/BLUE  
STRIPES  
MINIMAL  
BREAK-IN

ENGINEERING  
THERMOPLASTIC  
TOE GUARD

NEW STEEL  
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DOUBLE STRENGTH  
STITCHING

FULLY ATTACHED  
TONGUE

SNUG FITTING  
ALL WEATHER CUFF  
SOFT GLOVE LEATHER  
WITH FOAM FILLING

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BUCKLES

HEAT RESISTANT  
AND WATER  
REPELLANT FINISH

DUAL REINFORCED  
BUCKLE SUPPORT

BEST ANKLE  
PROTECTOR OF  
ANY BOOT

STITCHED INSERT  
FOR FORWARD FLEX

DOUBLE-PLY SOLE  
FOR EASIER  
RE-SOLING

BUILT-IN ARCH  
SUPPORT PLUS  
STAINLESS STEEL  
SHANK



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DEALERS INQUIRIES WELCOME



# BITS and PIECES by DON PHILLIPSON



Just a short time ago we received a letter from a conservation society dealing with a problem which is very real to all of us. This organization is located in the state of many domes, which makes it even more significant. Since ecology is everyone's job, you too should be given the opportunity to read it. We suspect Carl Shipman wrote us.

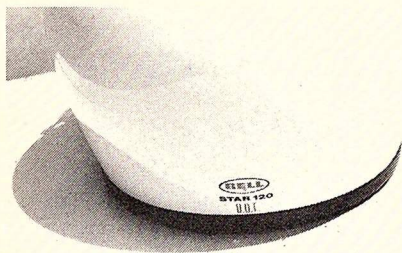
"Bob Zierd's recipe in the July issue for homemade fork and shock covers shows a Pfaff brand sewing machine being used. Surely the staff of DB knows that Husqvarna sewing machines make motorcycle stuff more sympathetically.

Independent tests show Naugahyde not suitable for fork cover application on account of flexure, oil and weather exposure. Besides, frivolous and excessive use of this hyde has caused the wild Nauga to become an endangered species.

Save the Nauga! The handy Rap-On Fork Cover is available from an advertiser in this very issue — fully assembled and ready to install on your scooter without using any hyde at all. No Nauga never did nothin' to you!"

Nauga Preservation  
Society  
P. O. Box 26705  
Tucson, Arizona 85726

\*\*\*



We happened across some hot stuff about helmets the other day and thought we'd pass it on to you. Seems that there're two helmet safety standards nowadays. One is the Snell Foundation regs you're used to, and the other is the new

Cont'd. on page 95

## amateur or pro, it's ★ ★ ★ SPEED CENTER, U.S.A. FOR COMPETITION GEAR



### WKR LIGHTWEIGHT TANKS

Made of hi-impact plastic. Virtually indestructible. Comes complete with cap, petcock and center mount kit. Fits all cycles except Honda XL250 '73 Penton. Choice of yellow, red, grey, white, lime green colors.

WKR 18 (1.5 gal)  
MX 90cc-125cc  
\$39.95

WKR 20 (1.5 gal)  
MX 175cc and larger  
\$39.95

WKR 30 (3.0 gal)  
Enduro/Desert 175cc  
and larger bikes  
\$44.95



### PRESTON PETTY "MUDER" FENDERS

New type. Longer and wider with greater valance depth, built in mud flaps.

"Muder" (front) mounts directly on forks — no metal bracket needed ..... \$8.95

"Big Muder" (rear) ..... \$8.95

"Mini Muder" (front or rear — for minicycles) ..... \$4.95

Regular front fender ..... \$5.95

Regular rear fender ..... \$6.95

Available in brilliant colors: silver, white, black, red, yellow, orange, blue or green.



### KONI SHOCKS

The best shocks available for competition or street use. Features six hydraulic adjustments, soft to hard, plus three spring preload positions. Damper units with retainer clips, bushes only — springs must be bought separately. Eye-to-eye lengths (extended) 11.9", 12.4", 12.9", 13.4" specify length ..... \$60.00/pr

### S&W SPRINGS

For Koni or Girling shock absorbers. Highest quality wire, long-lasting. Color coded. Single rates: 75; 82; 100; 110; 125 lbs. True progressive rates: 60/90; 70/100; 85/115; 95/125 lbs. \$6.95 ea.

### SATISFACTION GUARANTEED OR MONEY REFUNDED

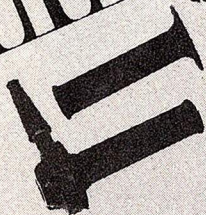
new for '74



### MAGURA QUICK-ACTION THROTTLE

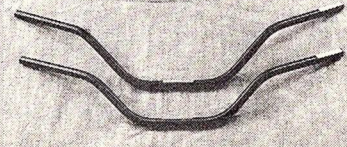
New lightweight plastic unit. Super fast — a twist of only 80 degrees pulls cable 1.4 inches! No need to dis-assemble for cable change... \$6.95 Matching left-side grip \$1.50

Magura ISDT-type single-cable aluminum quick-action throttle (1/4 turn), including matching left side grip... \$13.95



### MAGURA LEVERS

New "dogleg" design, puts lever blade closer to your fingers for faster, easier shifts and smoother stops. Superlight and virtually unbreakable. ... \$10.95 ea. ISDT-type lever (with cover and star-finger adjuster)... \$13.95 ea. Specify clutch or brake.

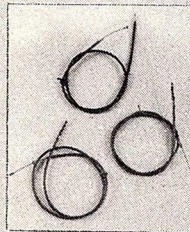


### SOLID ALUMINUM HANDLEBARS

In heat-treated aluminum. Stronger than ordinary bars, yet about 20% lighter in weight. Bar flexes for less arm fatigue. Black oxide finish. Available in these bends: CZ bend: rise 4", width 33", pullback 4"; Husky: rise 4", width 35", pullback 2 1/2"; Universal: rise 6", width 35", pullback 5"; Motocross: rise 7", width 33", pullback 4 1/2"; Scrambles: rise 5", width 32", pullback 4 1/2". All bars ..... \$14.95 each

### HALLMAN NYLON CABLES

The famous blue cables with nylon casing inserts and Teflon-coated wire for less friction/wear. Throttle, clutch, front brake cables available for: Bul, CZ, DKW, Husky, Maico, Monark, Ossa, Penton, Yamaha, and now also for Honda 125 and 250 Elsinore; Suzuki TM 125, 250, 400 \$4.25 ea.



Catalog with most complete line of competition gear/trick stuff for you and your bike. Send for your copy including FREE Decal TODAY! Only \$1.00 P.P. (refundable with first \$15.00 order).

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Add \$1.00 for postage & handling on orders less than \$15.00 / Over \$15.00, postage free. / COD's require 25% deposit / Calif. residents add 6% sales tax.

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ITEM	QUANTITY	UNIT PRICE	COLOR	SIZE	TOTAL

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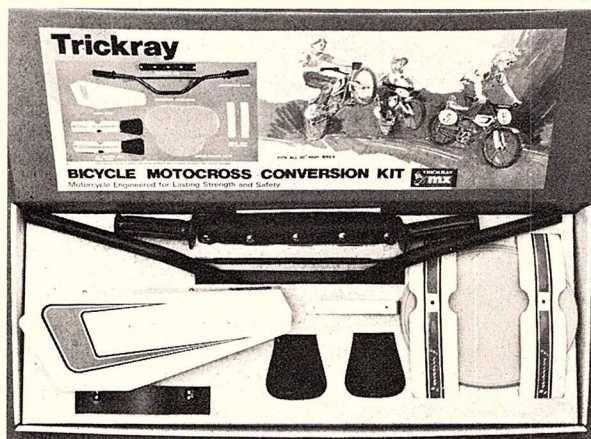
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☐ Master Charge

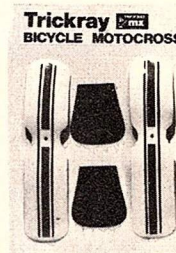
Sales Tax \_\_\_\_\_ TOTAL \_\_\_\_\_  
Exp. Date \_\_\_\_\_ Interbank # \_\_\_\_\_  
Credit Card No. \_\_\_\_\_







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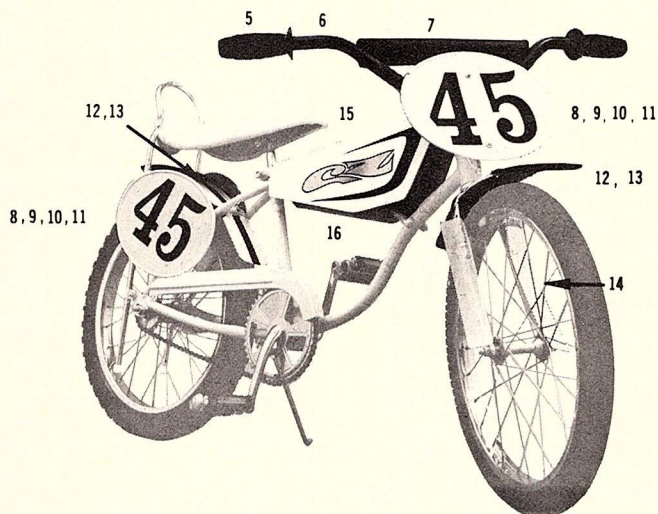


3

# BICYCLE MX KITS & ACCESSORIES



4



- ☐ 1 MX KIT, Incl. 1 MX Handlebar, 1 Pr. Grips, 3 No. Plates with Ties, 1 Front No. Plate Bracket, 3 Self Stick No's., 1 MX Tank, 1 Set Fenders, 1 Set Fork Protectors, 1 Set Mudflaps, 2 Tank Stickers, 1 Crossbar Pad 24.95
- ☐ 2 TANK KIT, Incl. 1 MX Tank, 2 Tank Stickers, 1 No. Plate with Ties, 1 Self Stick No. 5.95
- ☐ 3 FENDER KIT, 1 Set Fenders, 1 Set Mudflaps w Mount Hdw. 4.49
- ☐ 4 HANDLEBAR KIT, 1 MX Bar, 1 Bar Pad, 1 Pr. Grips, 1 No. Plate with No. & Ties
- ☐ 5 MX GRIPS, Ribbed, Flat, Motorcycle Type & Quality 1.69
- ☐ 6 BLACK MX BAR, Heavy Duty Motorcycle Qual., Fits STD Stem 8.95
- ☐ 7 CROSSBAR PAD, Pad Crossbrace for added protection 3.29
- ☐ 8 OVAL NO. PLATE, White, Yellow, Grn., Bk, Red, Official Type 1.49
- ☐ 9 NUMBERS 5 1/2", Competition Type Stick No., Black, White .75 pk.
- ☐ 10 PLATE MOUNT, Bracket Mounts Number Plate to Stem 1.49
- ☐ 11 CABLE TIES, Reusable for Mounting Plates to Frame, Etc. .99 pk.
- ☐ 12 MX FENDERS, Front, Rear, Lite, Flexible and Tuff, White with Blue Stripe or Red Stripe 1.98 ea.
- ☐ 13 MUDFLAPS, Black Rubber Hardware Included .98 ea.
- ☐ 14 FORK PROTECTORS, Lite, Tuff, with Ties .98 pr.
- ☐ 15 MX "GAS" TANK, Mounting Hardware Included 4.95
- ☐ 16 MOTORCYCLE BRAND STICKERS, All Makes, State Brand desired (2) .75
- ☐ 17 T SHIRT, Screened 2 Sides with Trickray Team Rider XXS, XS, S, M, L, XL 4.95
- ☐ 18 TOOL BOX, Mounts to Frame 4.75

Send for our Catalog. Send 50 Cents for Postage and Handling

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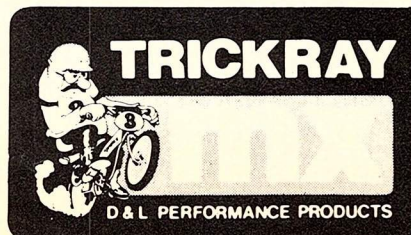
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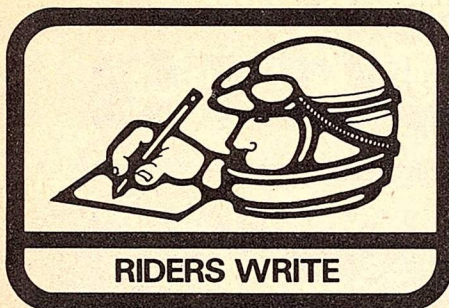
NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE \_\_\_\_\_ ZIP \_\_\_\_\_

## ORDERING INSTRUCTIONS

Check items wanted in adjacent boxes. Circle model, color choice, and/or size as needed. Use separate sheet if required to list all details to ensure correct merchandise is sent. Add \$1.50 postage, handling on orders less than \$15. (Postage FREE on orders of \$15.00 or more.) Enclose money order or check for total. COD orders require 25% deposit. California residents must add 6% sales tax.







#### SH REPLICA REPLY

Regarding the Super Hunky Replica, Dave Tompkins, in the August issue: He is not much of a replica. He doesn't even know how to hold his hand on his left leg, like Super does in the picture for "From the Saddle." We must do better than that.

Clay Fracchiolla  
Torrance, California

*We agree. We suspect that Tompkins probably doesn't even know how to play pinball.*

#### SH OUSTER

I must congratulate Chet on his masthead promotion. Maybe now we can work on changing the name of the magazine from *Maico News* to something with a little more taste, like *The Penton Press*. That has a much better ring to it. Next we can eliminate all the desert bike tests and do some articles on how deep you can get a Penton before it finally starts sucking water. Or, how to make a monoshock Penton. And how about, "What It's Like to Ride a GP Penton"? Or, "Forward Mounted Shocks for Your Penton."

After all; you've got to give your readers the same variety of stories you do now.

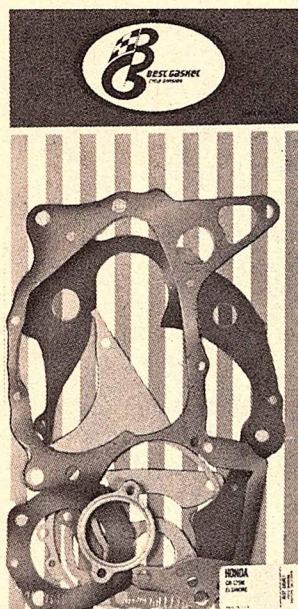
James Dick  
East Riverdale Mud  
Dobbers  
Riverdale, Maryland

#### MORE MELLOW YELLOW

Regarding your article on "Special Women's Lib Section Equality Manifesto" in Bits and

*Cont'd. on page 16*

# ALL GASKETS ARE NOT CREATED EQUAL!



Honda Elsinore 125 & 250



We're not called *Best Gasket* for nothing. It happens to be a fact that for over 40 years we have made perhaps the world's finest gaskets. In a motorcycle engine that means something. High temperatures, powerful compression and tall rpm stress factors quickly wear out ordinary motorcycle gaskets... while *Best Gaskets* keep going strong.

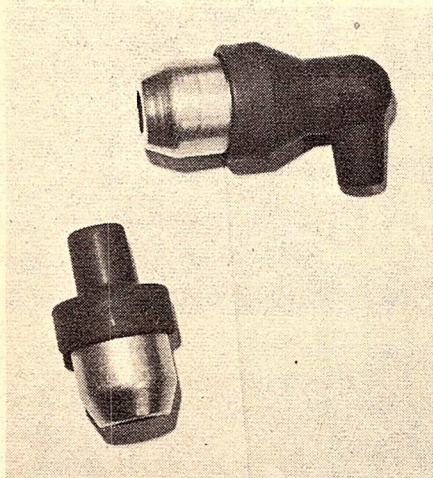
All *Best Gasket* kits come complete with every gasket for the entire engine and fit most popular bikes.

No, all gaskets are not created equal. Some are better than others... and then there's the *Best*.



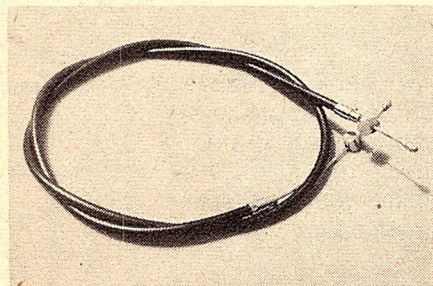


# NEW PRODUCTS



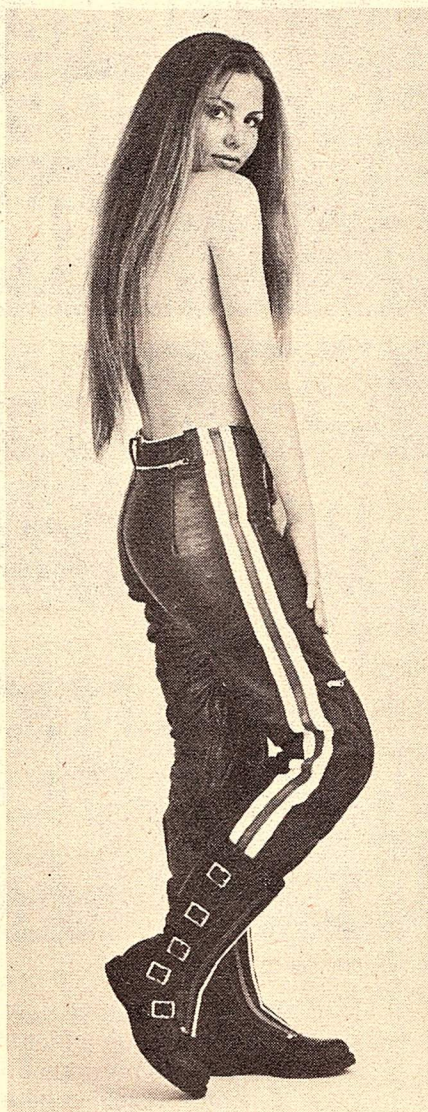
## DOES NOT RUIN TV RECEPTION

Yes, these new Skyway spark plug caps are not only waterproof, silicone rubber and 600-degree temperature-proof, complete with built-in O-rings and connectors to fit plugs with caps, but they also do not interfere with local TV sets. Can you believe that? Well, it's guaranteed to you by Skyway Recreational Products, 12300 Gladstone Ave., Dept. DB, San Fernando, California 91342. Tell 'em you saw it on "I Love Lucy."



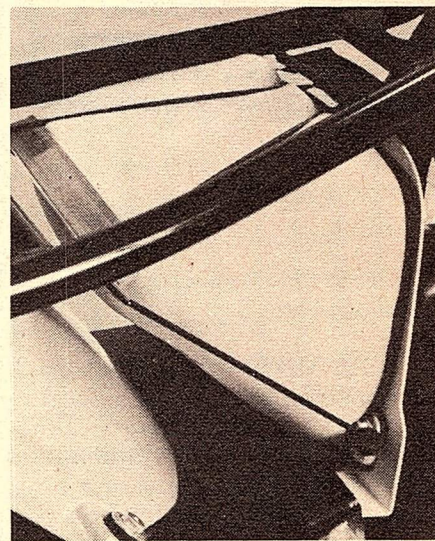
## CLARK CABLE

No, really it's Terrycable, which are some real Teflon cables available in all kinds of configurations. Seriously, you can even order a monstrosity like a Magura throttle to Mikuni carb custom job. And they're strong. We found out that they're the only thing that'll make a Hodaka front brake work. From your dealer, or Terry Industries, P.O. Box 1321, Dept. DB, Hesperia, California 92345. Five bucks for clutch and brake cables, and \$4.50 for all throttle cables. Neat, huh?



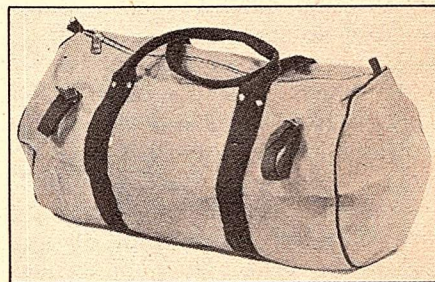
## JUST LOOK AT THOSE LEATHERS

Aren't those skins beautiful? You bet. These are from Fred's Leather Products. Leather and stitching are obviously as fine in quality as the lovely lady wearing them. Padding is the best I've seen. They're available with or without pockets or felt-backed plastic knee cups, and in a wide variety of color combinations. I wear 'em. \$79.95 with cups, \$74.95 without. Vinyl chest protectors go for \$12.95, \$10.95 for children. Available direct from Fred's, 9550 Amboy St., Dept. DB, Arleta, California 91331, (213) 899-3869, or from MOMS, 1203 8th Ave., Dept. DB, Longview, Washington 98632, (206) 423-5010.



## DRIVEL

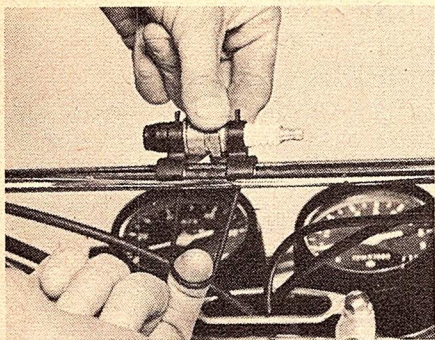
"Fuzzy Wuzzy was a bear/Fuzzy Wuzzy shed his hair/Into the engine and everywhere/and Elsi Honda was in despair..." Arrgh! That rotten poem is what JT Racing Imports uses to introduce the Twin-Air filter for CR Hondas. It goes on for another three stanzas, but we couldn't stand it. The filter is nice, though. You can get one from your JT dealer, or write them at 241 W. 35th St., Suite A, Dept. DB, National City, California 92050. Send them a dollar and they'll send you a catalogue. Tell them we sent you and they won't mail you any rotten poems.



## IF IT'S YOUR BAG

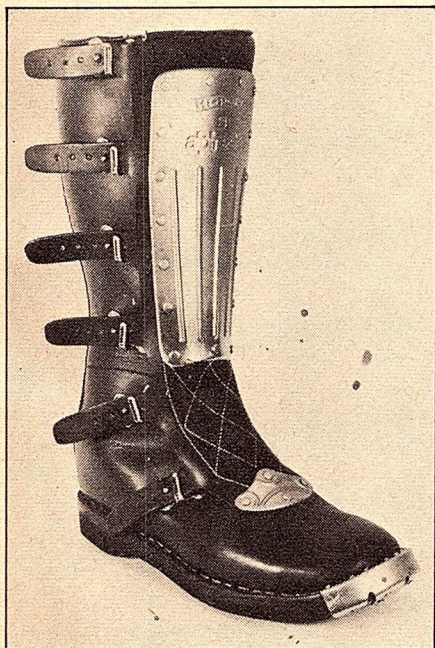
It could be, if you bought one from The Helmet House. They're HD, brown and tan, 21- or 30-inchers. Heyberger uses one for carrying around all his battered gear. Super Hunky uses one; makes his wife sleep in it when she gets uppity. Get yours by writing them at 2037 Pontius Avenue, Dept. DB, Los Angeles, California 90025.





### KEEP IT CLEAN

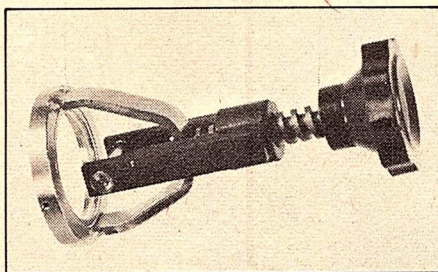
Probably one of the most frustrating moments in motorcycle racing is when you've fouled a plug and you reach in your pocket for the extra. It's got that funny lint all over it, and sand from when you crashed, and bits of chocolate from that candy bar you forgot to finish. Naturally, you've tried putting a new plug in your pocket still in the little cardboard box; it fell apart in the first mile. At long last, you now have an alternative to that other famous brand of plug carrier. For this one, though, you don't have to unscrew the plug twice to get it in the head. Rocky spark plug carrier attaches to the handlebars or any other convenient spot and holds the plug on with a fancy rubber band. Keeps it clean too. \$1.49 will get you one of these.



### SOME FIGHTING ARMOR

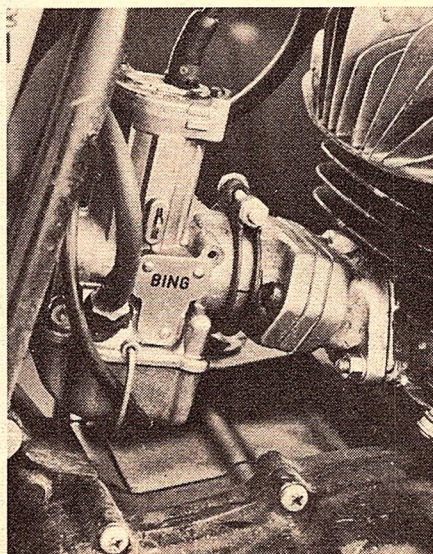
This nostalgia craze has got to stop. Wearing old style clothes and slicking your hair back is fine, but when the boot manufacturers get in the picture, it's just too much. They really went far back in time

— this boot only needs chain mail to complete the outfit. Well, if you're into the nostalgia bit, or if you just want super protection for your shins, the hunk of metal on these Hi-Point Moto Cross Boots will do the trick. Also improved on the boot are the quick fasten buckles, now more efficient than ever. Pick up the boots at your local Hi-Point Accessory dealer. Pick up some chain mail at the surplus store.



### AH! PROGRESS

To eliminate the heartache and misery of compressing shock springs, Alsport Distributing Co. has come out with, appropriately enough, a Shock Spring Compressor. Actually, the people at Ceriani make these compressors and Alsport distributes them, so if you're familiar with the reputation of Ceriani, you'll know a little about the quality of this product. Included with the compressor is an adapter which should make the tool adaptable to almost any shock made. Try any shop that normally distributes Alsport merchandise to get ahold of this item.

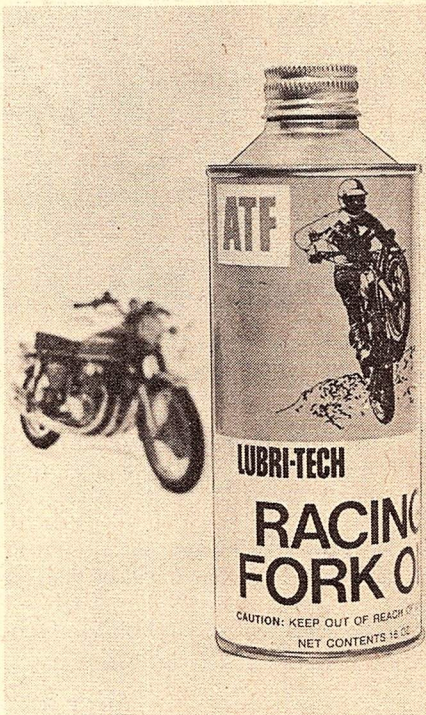


### REED POWER

Honda Elsinore 125 owners who have been sneaking around looking at what all the trick items are

on the factory Hondas may have noticed some of the real go-fasts using reed valves. Only problem is, you've phoned all the local shops and none of them do the work. That's probably because there's a bit of work and experimentation involved in making one work. D&H Enterprises, 1605 Lynngrove Drive, Dept. DB, Manhattan Beach, California 90266, seem to think that they have the answer for adapting a reed to the Honda. The new setup uses either a 28 or 29mm rubber mounted Keihin (\$30 for the reed assembly); a 28mm clamp-on Mikuni (\$29); or a 30mm clamp-on Bing (\$30.50).

There is quite a bit of other work involved in the process, so it would be wise to write to D&H for the full details on just what goes into it.



### A LITTLE FLUID FOR YOUR FORKS

Honda created quite a stir when they began recommending ATF for the forks in their bikes. Oil companies began production on ATF fork fluid immediately and the products are all hitting the market about the same time. Lubri-Tech wasn't about to be left out and so offer their Racing Fork Oil to a hungry public. So, hungry public, here it is in 16-ounce cans for 99 cents. Take your pick from five- to 50-weight. Pick it up at the local Lubri-Tech dealer.



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From \_\_\_\_\_

## RIDERS WRITE

*Cont'd. from page 13*  
Pieces last month.

When even one man writes his name in the snow without using his hands, all men will be equal to all women.

Gaile Wilson  
Levittown,  
Pennsylvania

## LIBERTY, FRATERNITY, FRONT-END WASHOUT

Of course we all know how truly obnoxious those CZ riders are, but few people know who the *most* obnoxious (and therefore, best) fraternity of dirt bikers are. These people take the cake. They are the Ballsy Bultacoers. A strange group, indeed, but fun guys.

Dick Lightfoot  
Los Angeles,  
California

## TRADER DAVID

My mom has given me her permission to sell my sister. Will you buy her? Just mail enough money to buy a Hodaka Super Rat. The motocross season has already started.

David Gossage  
Addison, Illinois  
PS: I will include her cat.

*If you would send along some specs on your sister, maybe we can help you out.*

## HIGH ON BRAD

How can I meet Brad Lackey? I've seen him at some races and always wanted to go up and meet him. I couldn't convince my feet to take me over to him because I'm too shy. I am 18 years old, 5'7", and I have waist-length, straight blond hair.

Cheryl Meadows  
Chatsworth, California

*Your feet are right. You just can't run up to Bradley, throw your arms around him and smother him with passionate kisses. At least, not on race day. He's pretty busy then. You might want to wait until after the race to do that. It may start an everlasting friendship.*

*However, if you dropped by the office, there's a chance he might be here, banging on a typewriter. Of*



course, without all his racing gear, he looks a bit different. Like, maybe, shoulder-length brown hair, 6' tall, blue eyes, 165 pounds, sitting at George Wegner's desk, and using George's name.

### "THE OLYMPICS OF MOTORCYCLING" BACKGROUND

In your June issue you ran a complimentary book review of the Chilton book, "The Olympics Of Motorcycling," the story of the 1973 ISDT.

You are the second cycle magazine to refer to this as "Ron Schneider's book." Not to diminish Ron's abilities as a journalist, but this was not Ron Schneider's book, he was only commissioned to do a text to accompany a photographic record of the event.

I originally proposed the idea for the book about a year and a half prior to when I started working on trail planning with Al Eames for the October '72 two-day invitational event on which the FIM based their sanction.

Chilton then commissioned Photo Researchers Inc. in New York to handle all phases of the job. Peter Schultz, who heads up Photo Researchers, coordinated the working crew that would do the work and high gear planning went into motion.

Abe Schoenfeld would do all the logistic photography; Marco Vega and Abe would do mostly coverage of trails which are accessible to four-wheel-drive vehicles, special tests and checkpoints; I rode trail with the contestants to get the inaccessible trail pictures. Farrell Graham would do all the color.

The amazing thing about this "coffee table"-type book is that a major publishing company put it together and released the first copies in just over 30 days after the event. A fantastic accomplishment brought about under the skillful hand of John Kelly of Chilton.

The film was collected each evening and flown to New York City, where Mrs. Kinne of Photo Researchers worked with a top-quality lab in processing and started layout. She reported back to us on the results of our work each day.

The book is different — it is meant to be that way — and to date

NOVEMBER 1974

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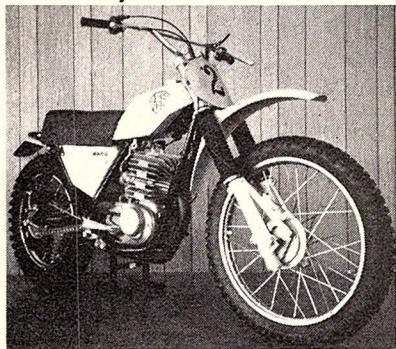
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ever done of the ISDT or, for that  
matter, any motorcycle event.

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Pennsylvania

*Hey, we thought it was a neat  
idea, too. But then we got to see  
48th International Six Days Trial  
by Paul Webb after we had done  
the book review. Webb's book  
beats Chilton's completely as far  
as photography, graphics, layout,  
and even price.*

## THE CARP STRIKES

You guys really got me tweaked  
off in your August issue. For  
Krist sake, Suzuki is spelled  
"Suzuki," not "Suzuke"! I almost  
WFOed out of bed when reading  
that poor example of spelling.

The Carp  
Deerfield, Illinois

P.S.: Who in the @π#% is Dick  
Miller?

*Good grief, Carp! The August  
pages of DB are meant to be read  
aloud to your friends. If you do  
that you'll find that whereas  
"Suzuki" is pronounced "SUE-  
SOOK-E," "Suzuke" is "SUE-  
ZOOK."*

*As for Dick Miller, never heard  
of him!*

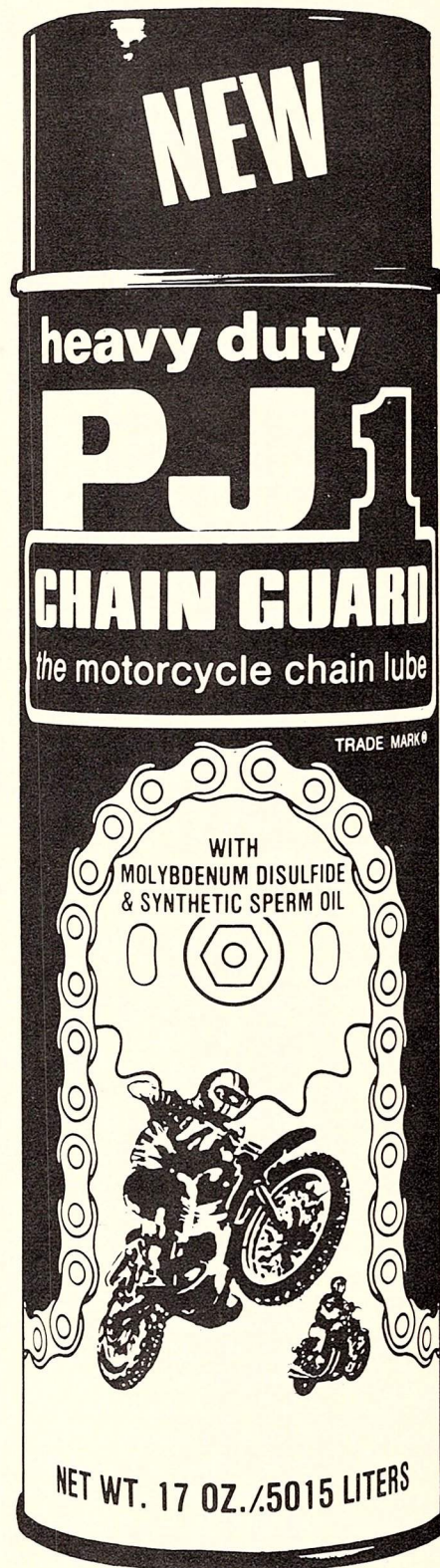
## MUNG YOU!

I am very surprised at your poor  
taste and usage of my last name.  
Shame on you! Would you want  
your name used to describe  
disgusting CRUD? Mung isn't  
even in the dictionary!

Take a look in the August '74  
issue on page 100 under "bits and  
pieces" in your CZ 250 test:  
"Saddle flaps dangle over the air  
inlet and protect it from airborne  
mung." If this continues, I will  
have no choice but to take legal  
action. My friends and I will cancel  
our non-existent subscriptions and  
burn our Super Hunky T-shirts.

Humbly yours,  
Omar Mung & Friends  
Austin, Texas

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**T**HE WAY I SEE IT, 16 is a freaky age. When you turn 16, you're turning a corner in your life, heading right down the road to what they call 'adulthood'.

I mean, now you can handle responsibility better than before, and you like the feeling. But there's a catch... Catch-16. Once people know you're more responsible, they give you more responsibilities. You just can't go out and enjoy yourself anytime you want. Those days are over. Now you earn your good times.

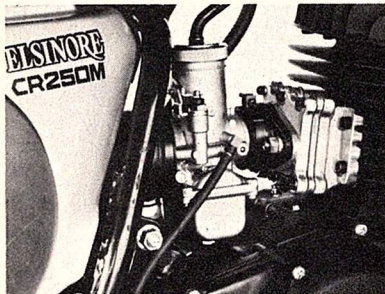
But if you're into motorcycles, like I am, it's worth it, for sure. Because here's the good part of Catch-16 — the sooner people know you're responsible, the sooner you'll own a bike. That's what I found out when I decided I wanted a Kawasaki, the F-11 250. Before my dad would talk about it, I had to get together all the facts and my friends' opinions and show him the specs and explain why the F-11 was the bike for me. Like it was simple to ride and very rugged and had a good reputation, and I could ride it to school or on trails. Then we agreed I'd help pay for it.

Now I'm so responsible I can hardly stand it, but I have more good times than ever. So when you're 16, you take your good with your bad. And maybe that's how it is the rest of your life. I don't know. I know one thing — when I'm 21, I'm moving into an apartment with maid service.

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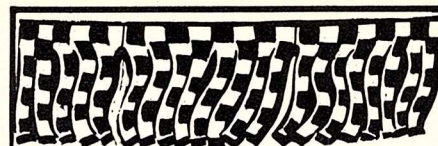
## ASK EXPERT Cont'd. from page 9

The amount of rise that feels comfortable for a particular rider and bike combination varies from machine to machine. I always put my hands out in front of me, like in fighting position, for maximum leverage, and then measure the rise necessary to go from the head crown to my hands. Then measure the angle back that the center of your hands is at. That gives you the necessary sweep. Again, try to assume a normal riding position. I use six-inch high bars on my 250 Penton and a little less sweep-back than the stock handlebars, i.e., 15-20 degrees sweep-back.

## SHIFTING

I have a Honda XR-75 and I have a problem shifting because I have a fake (left) leg. So could you please help me solve my problem. I have tried the heel and toe shift, but it did not seem to work, so do you have any answers?

Continued



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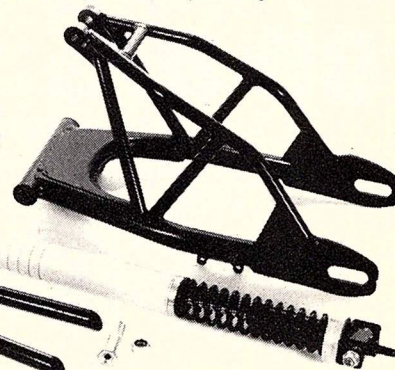
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Also, do you have any hints on crossing it up in the air. It would be a great help.

Scott Wieser  
Port Hueneme, California

*You are in luck. Just recently Joe Bolger (in Massachusetts) was telling me about a rider with an amputated left leg. He cleverly hooked up a Honda two-cable throttle on the left handlebar, then ran each cable down to the gearshift lever and attached them to opposite sides. Better rotate the gearshift lever up to vertical and bend it in towards the frame for clearance. With this bi-directional pull, you will be able to accomplish upshifts or downshifts by a simple twist of the wrist. I am sorry, but I have no hints on crossing up in the air; in fact, I try very hard to avoid it, since some of my most serious crashes have resulted from inadvertently crossing it up in the air. I realize it looks great, but I fail to see how it can make anyone, including Roger DeCoster, go faster around the race course. It is further interesting that Roger does not*

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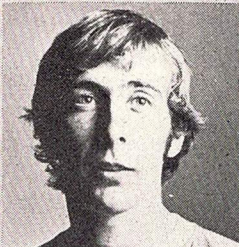
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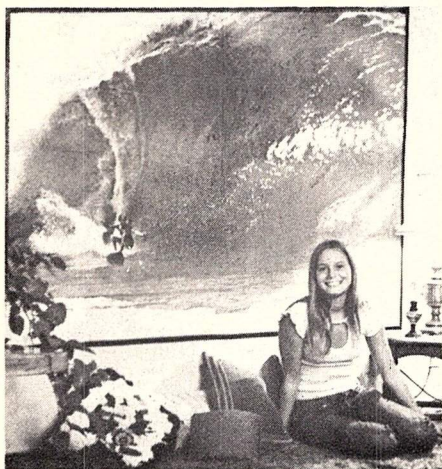
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spend much time crossing it up when he is in the heat of a world championship event. So maybe it only helps his notoriety — and not his speed.

## BUY A CZ

I own a Maico 250 square barrel, and starting from the front end, is there anything that can be done with the front brake? What would be a good front tire for it? It has the stock Metzeler, but it always washes out and I've tried everything, even moving up on the seat doesn't help. What would be a good strong footpeg to use for motocross? What would be a good set of shocks and springs to use?

Harold Carman  
Joliet, Illinois

There is really not much you can do with the front brake to make it work well. Softer linings will make it work better, or you can cut the brake arm and increase the length (weld in a section). A larger 3.00 to 3.50 Trelleborg Cheng Shin, etc. knobby will help keep the front end from washing out. Generally, applying more power in the corner and keeping your weight back will stop the front end from washing out before the rear end does. Wheelsmith makes a very good set of footrests and also, shock absorbers for the Maico. Bilstein gas filled shocks, available through Torsten Hallman Racing, Elmhurst, Illinois, are a good performing set of shocks for motocross.

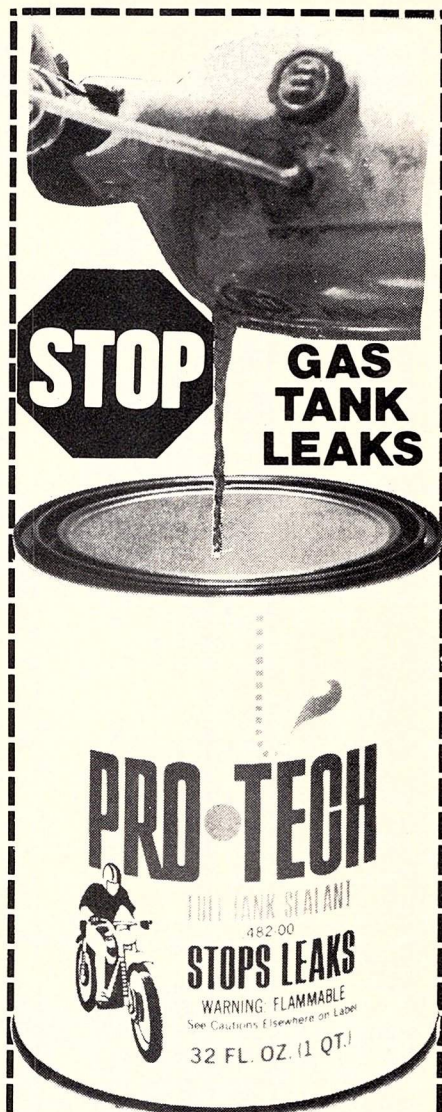
## HONDA KNOBBY

I have a TL125 Honda with a 4.00x18 Nitto trials on the back. I am looking for a 3.50x18 Bridgestone knobby like on the CR125, but my local Honda dealer says they are not available. If they are available please tell me where I could get one and how much it would cost? I would also like to know if you make the fenders for my TL125.

Mike Saleeby  
Washington, North Carolina

*I don't think that the brand name is so important as is the fact that you have a knobby to replace the trials tire. My TL125 was very bad in the soft stuff and climbing*

*Cont'd. on page 87*



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NASHVILLE, TENNESSEE 37217







Jim West and Rich Eierstedt were that far apart every lap of the first support moto; next moto, it was Rich and Billy Payne. Rich won. (Dick Miller photo)

CARLSGOOD

# 500cc WORLD CHAMPIONSHIP SHOOTOUT!

by RICK SIEMAN

The best meet the rest

## THE SCENE

"Hey, ya know I'd really like to go to Carlsbad and pick up on the races, but that waiting in line afterwards is a colossal bummer. Last year it took us three hours just to get out to the main drag, then another hour and a half to get home. Who needs that bullshit?" — said a friend.

"You just don't know how to go to the races prepared. That's your problem," said another friend.

## OPPOSITE PAGE:

"Wide World of Sports" was at the GP, poking a wide-angle lens in Roger's face every lap. Didn't seem to bother Roger. (Steve Clark photo)

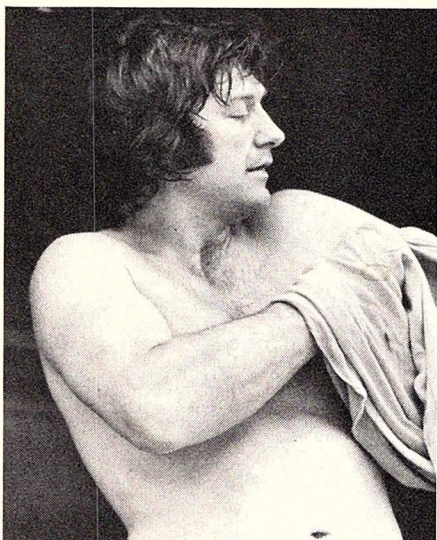








International class berserks it into first turn.



Big John Banks boomed along in second place for a good while, until his ailing stomach endoed.

"Me? I let my old lady drive on the way back and we all get in the back of the van and get ripped out of our trees. That way, you don't even mind the long ride home. In fact, I don't even remember it. In fact again, your mind just can't absorb all that atmosphere at Carlsbad properly unless it's a little bit messed up to start with."

And, as you walk around the baked, dry hills of the track, you can catch a whiff of the killer weed permeating the air. Look closer and you'll see a light blue haze hanging at knee level.

This race brings the true believers out of the woodwork like no other in this country. You don't just wander down to Carlsbad on Sunday morning, watch the race and go home.

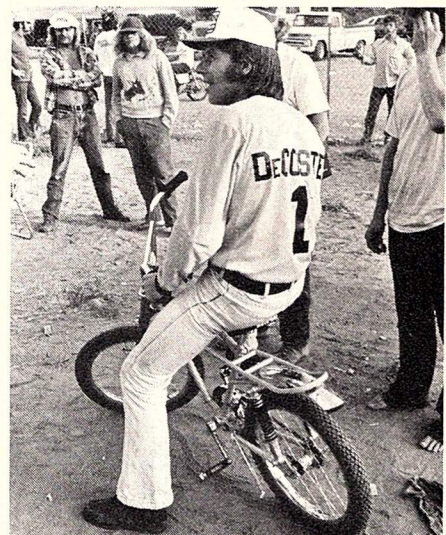
Nope. You get there on Saturday and pick a choice camping spot — maybe pitch a tent or spread out the RV — and immerse yourself in the whole scene. Savvy spectators watch practice and make notes of the fast times.

Everybody is walking around in faded Levi's and emblazoned T-shirts and funky hats. Very few bras are in evidence and everyone seems good and loose.

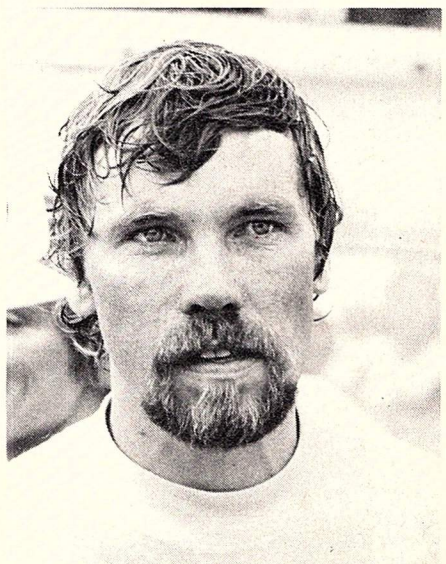
This year, they had a huge area for those who were staying overnight — and charged a few bucks for the privilege. It was worth it, as all the motels in the nearby area had been sold out for months in advance.

The entire DB Commando Squad showed up on Saturday and wandered around. Naturally, we missed the early part of practice — but that was no hassle. All you had to do to get informed was to ask anyone. Anyone. "Hey, who turned the best lap times so far?" — you ask a perfect stranger leaning against the fence. "Welluh, DeCoster and Lackey both look good, and Bengt Aberg is only half a second down — but everyone is sniveling about the track. Too many rocks under the dirt."

How did this person find out so much? We are baffled. Apparently, information just wafts and drifts from person to person. When a rider limps into the pits with a bent shock, a fence-hanger tells it to someone else, who tells it to someone else, who passes it on, etc., etc. Of course, you can get some staggering misinformation in

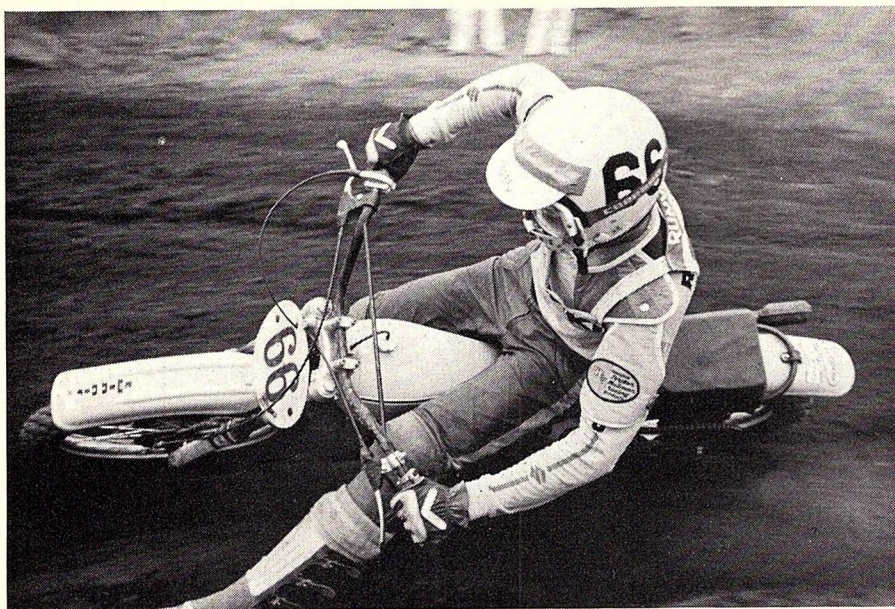


Exclusive photo of DeCoster on a Yamaha test ride. Puh-leeze don't tell the factory.



Steely-eyed Wolfman, Mikkola, exclaimed he wasn't even tired after the event.

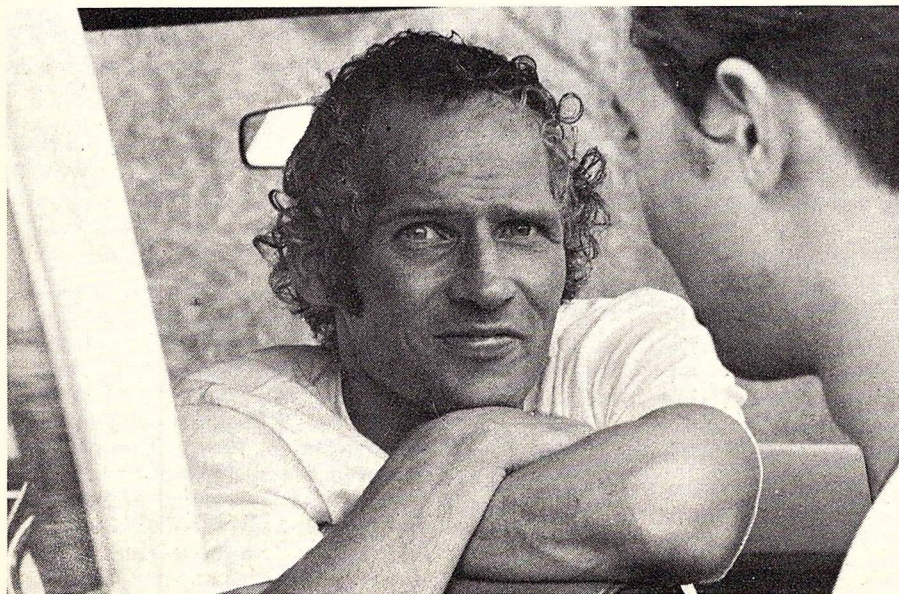




Like all the 'Zukis, Mike Runyard's was horribly loud and fast.



Contrast in cornering styles. Adolf Weil with feet on pegs and ...  
... Brad Lackey with hoof dangling.



Dirty Old Man Adolf Weil in his usual state of tension.

this manner, but by and large, whatever happens is disseminated efficiently.

This is going to be a well-attended event — one can tell that from the swelling crowd. After all, it's the only genuine Grand Prix held in the U.S. — and those competitors are racing for more than mere cash. These are the people who are trying to be World Champions, or close to it. They're so serious about this kind of racing that the intensity can blister paint.

It all adds up to The Scene: the best bikes and riders in the world, the savvy spectators, carnival atmosphere, a tight race for the world title on the line and electricity in the air. Pure ozone-laden, crackling, and excitement-filled air.

## US

Us consisted of all the American riders. We wore the White Hats and rode the White Horses and we were here to prove that justice could indeed be done. Whup them nasty, steely-eyed Europeans? Sure. And any rider who could pull it off would by gawd become an instant hero. A cast of several in the running. Lime green Jimmy Weinert wanted to pull off another surprise win and was praying for rain and his favorite element: mud. Suzuki had Thorwaldson and Mike Runyard on works bikes, but both of them figured to be strong runners-up from the savvy odds-makers. Yamaha had two full-time Americans and one pseudo-American: Hartwig, Hart and Karsmakers. Hart was still recovering from an injured wrist and Hartwig could be a force. Karsmakers was in the best shape of any of the riders and was trying to prove something to his ex-European buddies. For some reason, Pierre doesn't get along too well with most of the furriners — and several actively and violently dislike him.

Naturally, everyone's favorite longhairhippiefreak, Brad Lackey, wanted to do the deed. Brad has been campaigning in Europe and has steadily improved. Bengt Aberg told us that Brad was genuinely riding better, and all he needed was a good start to place in the top three or four overall.

Other possibilities included Tripes and Pomeroy, even though Jimmy would not be allowed to



compete for money or points in the 500 class race. He is actively campaigning the 250 class and the new FIM ruling prohibited this.

The balance of the names of our guys was an impressive list of solid riders: DeSoto (on a ratty and undersized Yammie), Stackable, Lamppu, Semics, etc. All the usual hardware under all the usual names.

Frankly, though, no one harbored any real hopes for an American overall win. Why? Because of THEM!

### THEM

THEM consisted of all the names that have become household words in our sport: DeCoster, Wolsink, Willi Bauer, Adolf Weil, Aberg, Ake Jonsson, Van Velthoven and the Wolfman — Mikkola. Ah yes... Heikki Mikkola. About 5'6" tall with a stocky, strong body. Not the most talented rider in the world, but the most determined. Heikki went faster at the end of each moto than he did at the beginning. Right now, he was leading the World Championship points standing and wanted it so bad that his hair actually hurt. And lurking right in the foreground were Roger DeCoster and Adolf, tied for second place. After walking around the pits and watching THEM practice on Saturday, we knew right then and there that THEY were going to win. You could tell. THEY knew. It was simply a matter of which one of THEM.

### ALL TOGETHER NOW

Sunday was overcast and around 45,000 people were glad of that. None of the blinding Carlsbad pressure-cooker heat to bother the riders. The humidity was overpowering though, causing last-minute panic in several pits. The Maicos, which had all been jetted to razor sharpness on Saturday, were blubbing and off-key on Sunday. Weil, in particular, looked haggard and his new 363 Maico sounded like he had left his socks in the carb.

Fortunately, the track had most of the stones and clods of granite-like clay removed and the grumbling ceased from the riders. Practice showed only one big surprise — Lackey turned the fastest time. Still, Brad was nursing a wretched ankle and didn't know if it would hold up through two



Pomeroy showed copious amounts of class during autographing.



Van Velthoven had difficulty sorting out suspension on his bike Saturday and yelled at his mechanic a lot. Guess you can do that when you're 11 feet tall.



Support class racing was of exceptionally high quality.

45-minute motos.

It really didn't matter, though. Wolsink, DeCoster and Mikkola made a race of the entire first moto that left everyone else floundering for leftovers. At one point, Wolsink had a huge lead over second place DeCoster, only to have his gearbox turn into a pop-up toaster. He settled for second and spoiled Mikkola for a while, until Heikki received a flat rear tire for his efforts and let Van Velthoven by. Once Wolsink had to baby his Suzuki, it was very easy for

DeCoster to slip on by and take an easy win. Best American, not surprisingly, was Brad Lackey with a very impressive fifth place.

**FIRST MOTO** — 1. Roger DeCoster (Belgium), Suzuki; 2. Gerrit Wolsink (Netherlands), Suzuki; 3. Jaak Van Velthoven (Belgium), Yamaha; 4. Heikki Mikkola (Finland), Husqvarna; 5. Brad Lackey (Pinole), Husqvarna; 6. Pierre Karsmakers (Mission Viejo), Yamaha; 7. Adolf Weil (West Germany), Maico; 8. Bengt Aberg (Sweden), Bultaco; 9. Ake Jonsson (Sweden), Yamaha; 10. Jim Weinert (Laguna Beach), Kawasaki; 11. Gary Semics (Lorain, Ohio), Husqvarna; 12. Chris Hammargren (Sweden), Kawasaki.





## NATIONAL 250 CLASS ACTION

In between the 500 class races, all the National caliber riders went bananas for fortune and glory. Looking especially quick were West, Eierstedt and Billy Payne. Each time, Payne would work his radial Maico up from a so-so start to challenge the leaders, then tire and fall back. Eierstedt won and Payne got second overall — and got fired the next day for not being in condition. In the second moto, he easily came from behind and passed Team Honda and then fell apart physically.

### 250cc AMERICAN CLASS MOTOS

FINAL OVERALL— 1. Rich Eierstedt (Gardena), Honda, 2-1; 2. Bill Payne (Reseda), Maico, 3-2; 3. Jeff Vedic (Glendale), Maico, 4-3; 4. Jim West (Pasadena), Husqvarna, 1-7; 5. Richard Grafton (El Cajon), Husqvarna, 6-5; 6. Morris Malone (Laguna Hills), Maico, 5-6; 7. Ron Pomeroy (Yakima, Wash.), Bultaco, 13-4; 8. Rick Salmon (Northridge), Maico, 8-9; 9. Gaylon Mosier (Gardena), Honda, 12-10; 10. Bruce McDougal (Gardena), Honda, 11-13.

### ALL TOGETHER FOR THAT LAST BLAST

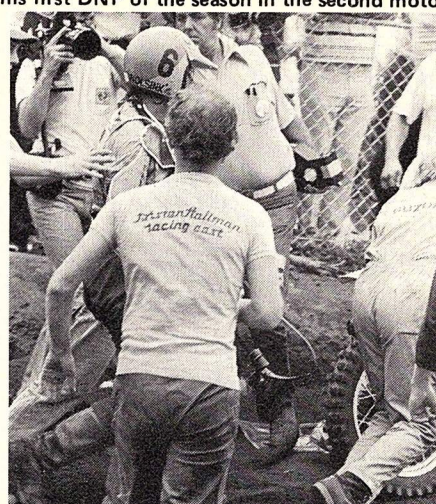
Naturally, it all boiled down to the final moto. Wolsink had many busy fingers performing surgery on his gearbox between heats, and looked almost arrogantly confident. Mikkola had the Husky people doing everything but rubbing holy water on his bike — especially the wheels. Roger wanted to win another one and wished Heikki's bike much bad luck. Team Maico looked confused and Adolf wished he had his old 400 back. Not only was the 363 clearly underpowered on the long uphill, but the new eight-inch travel rear and the nine-inch forks were not happy with each other.

Wolsink literally cannoned out of the gate and took an immediate and substantial lead. That same battle resumed in the late stage of the moto — looking much like a resumption of the first heat. DeCoster and Mikkola dueling and gaining on Wolsink. Both of them swept past Karsmakers almost contemptuously and raged a bar-to-bar stage show until DeCoster wasted part of his front wheel. Freed from DeCoster's hounding, Heikki went berserko and let it all hang out in a furious chase after Gerrit Wolsink. Little





OPPOSITE PAGE: Brad was first American until he broke a wheel and collected his first DNF of the season in the second moto.



Wolsink crashed at the finish line and didn't even know he'd won ... until his mechanics filled the stunned racer in ... ah, the glories of winning.

by little he nibbled away at Gerrit's lead, until, in the remaining few laps, he was crawling right up his shorts. The last lap would have made a "B" movie script writer blush in embarrassment. Mikkola and Wolsink were inches apart at the flag and Wolsink, in a desperate last nanasecond attempt to stave off the Husky, blew across the finish line completely out of control and exploded into a high dirt bank. Mikkola promptly smacked him in the chops with his handlebars. Results: Gerrit by an inch or two. He was so shaken up he didn't know he'd won until the jubilant Suzook mechanics swarmed over him with the good news.

SECOND MOTO — 1. Wolsink; 2. Mikkola; 3. DeCoster; 4. Karsmakers; 5. Jim Pomeroy (Yakima, Wash.), Bultaco; 6. Van Velthoven; 7. Weil; 8. Weinert; 9. Marty Tripes (Santee), Husqvarna; 10. Willy Bauer (West Germany), Maico; 11. Aberg; 12. Mike Runyard (Whittier), Suzuki.

#### WHAT IT ALL MEANT TO YOU AND ME AND MOTHERHOOD AND APPLE PIE

It meant that the furrin debils are still king rat for at least another time period. The most knowledgeable observers place this period at least two years in length. For the Europeans, it meant this:

GRAND PRIX STANDINGS (after 16

of 22 motos) — 1. Mikkola, 159 points; 2. DeCoster, 139; 3. Weil, 123; 4. Wolsink, 117; 5. Bauer, 88; 6. Van Velthoven, 79; 7. Jonsson, 73; 8. Arne Kring, 57; 9. Aberg, 56; 10. Lackey, 46.

For US, it meant standing by the snow fence and trying to guess who top American would be. Not top rider, just top American. And guess who got that singular honor this time around? Why, that good old American boy from across the Big Pond, Pierre Karsmakers. And for the crowd, it meant three hours in line and talking about next year. Always next year. The blue haze got thicker as night fell on Carlsbad Raceway.



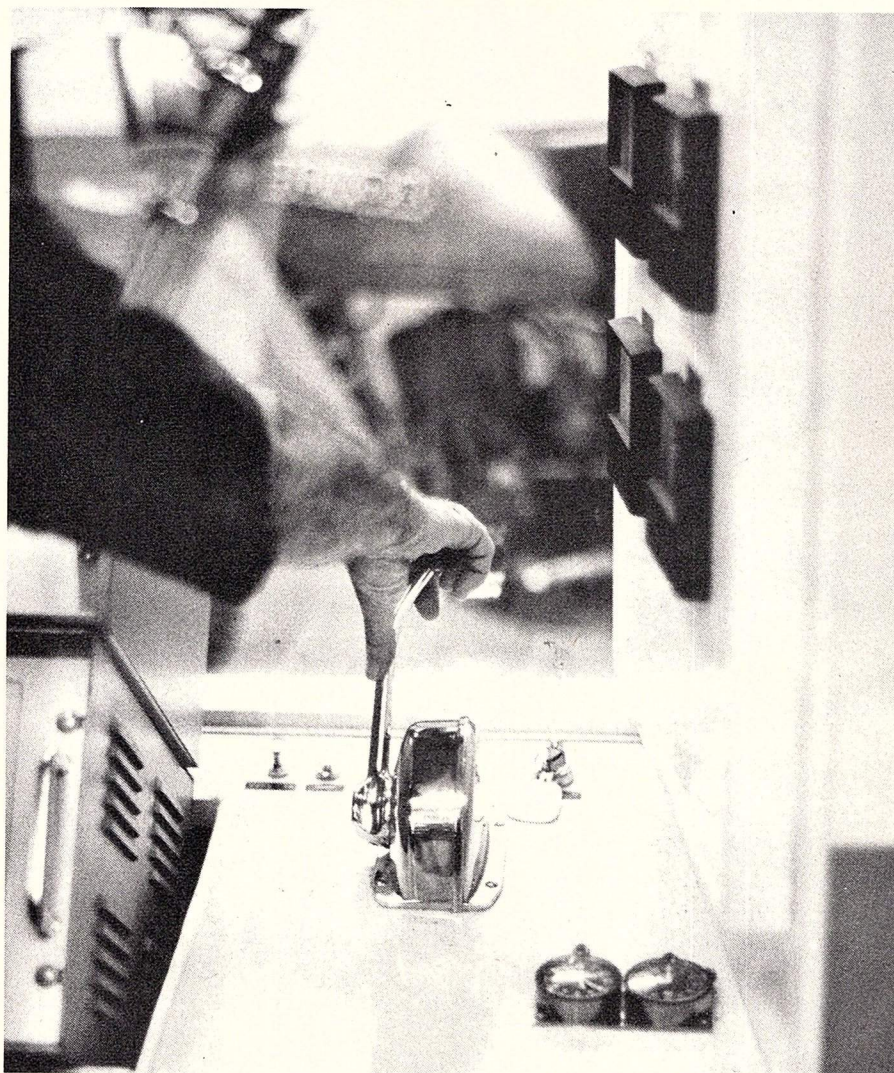




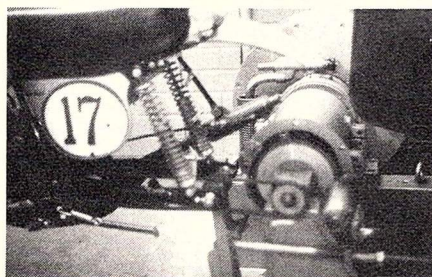
WEBCO'S DYNO TELLS US WHAT WORKS BEST

# HORSEPOWER FOR THE ELSINORE

by **GEORGE WEGNER**



Look at that little Honda jumpin' up 'n down and shakin' around.

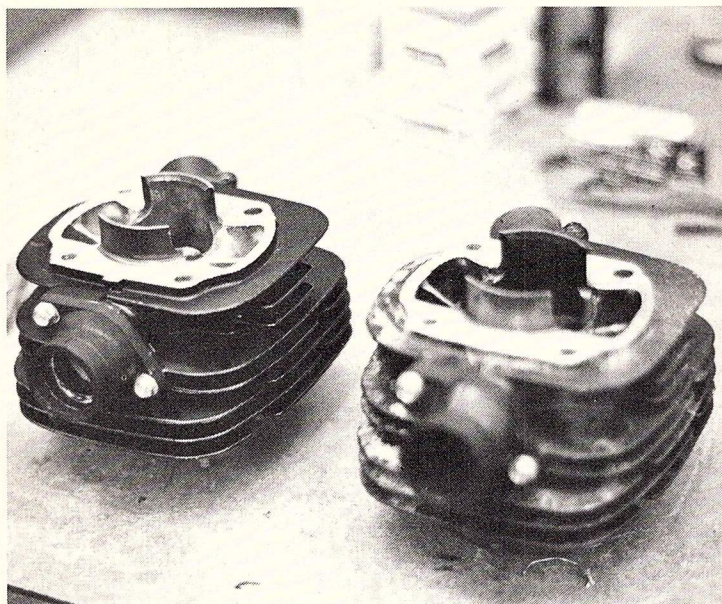


The Miller / Petty Elsie puts everything it's got into the Webco eddy-current dyno.

## Power-tuning the 125 Honda

We just spent the best part of a day in the dyno room at Webco. It was, to say the least, a most interesting and informative day. Dick Miller and Preston Petty were deep into the process of preparing their 125 Honda Elsinore for the Baja 500. The object of this very heavy-duty dyno session was to get a more





Barrel on the left is the works item. Stock one is out of focus, of course.



Jim Carter is shown here keeping a close eye on temperatures.



These are the pipes that were tested in addition to the stock unit. From left to right: "Works," Emler, Krizman and Skyway.

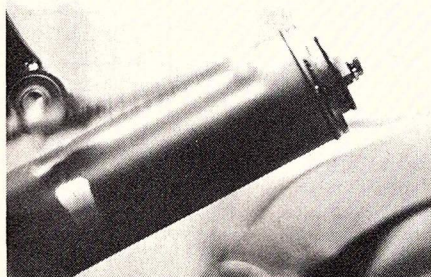


Through-the-magnifier shot taking one of the many plug readings.

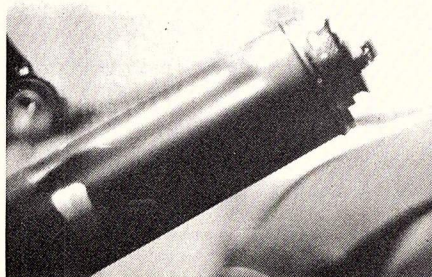
usable powerband out of the little one-two-five. Although the power on the screamer is already decent for Baja, they were looking for a little more punch — mainly in the lower and mid-range, but of course on top as well.

If you are not familiar with the dyno at Webco, it is certainly one of the most accurate, and possibly the most expensive, eddy-current dynos to be found.

Every "trick" horsepower item that they could get their greasy hands on was, at one time or another, in any conceivable combination, bolted on to the Elsie. Pipes, carbs, heads and cylinders. They had it all. Some of the parts were strictly factory items, and not for sale.



Krizman pipe at low ...



... and high rpm.



# HONDA CR125M DYNO CHART

ALL H.P. AND TORQUE FIGURES ARE CORRECTED TO SEA LEVEL

ENGINE R.P.M.	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE
5000	3.08	3.23	3.61	3.80	3.56	3.74	4.06	4.27	4.33	4.55	4.60	4.83
5500	4.77	4.55	3.98	3.80	3.30	3.14	5.49	5.24	5.54	5.29	5.82	5.56
6000	6.23	5.29	6.45	5.65	5.41	5.65	6.79	5.95	5.81	4.89	6.49	5.69
6500	7.25	5.86	7.54	6.10	7.37	5.91	7.59	6.13	7.32	5.92	8.85	7.15
7000	9.58	7.18	10.00	7.50	7.95	5.96	8.17	6.13	9.85	7.39	12.01	9.44
7500	12.56	8.78	12.23	8.56	9.95	6.97	10.52	7.36	12.87	9.01	14.39	10.08
8000	14.01	9.19	14.34	9.41	12.37	8.11	12.74	8.36	14.57	9.56	15.72	10.25
8500	14.41	8.90	15.69	9.69	14.10	8.71	14.74	9.10	15.90	9.83	16.85	10.41
9000	13.34	7.78	15.44	9.00	15.95	9.31	16.70	9.74	17.06	9.95	17.91	10.44
9500			12.94	7.15	14.95	8.27	16.88	9.32	17.13	9.47	18.09	10.00
10,000											10.19	5.35
Run:	No. 1		No. 2		No. 3		No. 4		No. 5		No. 6	
COMPONENT COMBINATION	Stock Cyl. Stock Carb Webco Head Krizeman Power Valve Pipe	Stock Cyl. Stock Carb Webco Head Prototype Pipe	Stock Cyl. Stock Carb Webco Head Emiler Pipe	Stock Cyl. Stock Carb Webco Head Emiler Pipe	Stock Cyl. Stock Carb Webco Head Emiler Pipe	Stock Cyl. 30mm Mikuni Webco Head Emiler Pipe	Stock Cyl. 30mm Mikuni Webco Head Honda Works Pipe	Stock Cyl. 30mm Mikuni Webco Head Webco Pipe	Stock Cyl. 30mm Mikuni Webco Head Webco Pipe	Stock Cyl. 30mm Mikuni Webco Head Webco Pipe	Stock Cyl. 30mm Mikuni Webco Head Webco Pipe	Stock Cyl. 30mm Mikuni Webco Head Webco Pipe
FUEL OIL MIXTURE: 32:1												
PLUG TYPE: N57G												
SLIDE NEEDLE POSITION							Clip No. 3 Notch					
MAIN JET:							No. 230		No. 230			
JET NEEDLE: 6F5												
SLIDE: 2.5												
PILOT: 35												
NEEDLE JET: 159												
BAROMETRIC PRESSURE :	30.00	29.97	29.975	29.97	29.975	29.97	29.97	29.95	29.95	29.95	29.95	29.95
TEMPERATURE : Wet:	69	68	70	68	70	70	70	78	78	78	70	70
TEMPERATURE : Dry:	76	76	77	76	77	77	76	78	69	69	79	79
CORRECTION FACTOR:	1.045	1.045	1.046	1.045	1.046	1.048	1.048	1.048	1.047	1.047	1.048	1.048



ENGINE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE	H.P.	TORQUE
5000	4.62	4.86	4.51	4.73	3.34	3.50	3.75	3.79	2.74	3.97	3.42	3.60	3.69	3.87
5500	6.26	5.97	6.12	5.85	4.95	4.72	5.18	4.95	5.12	4.89	4.74	4.53	4.74	4.53
6000	6.87	6.02	7.00	6.12	5.05	4.43	4.95	4.34	6.12	5.35	6.16	5.39	5.06	4.43
6500	7.90	6.38	7.63	6.16	6.21	5.01	6.31	5.10	6.90	5.58	6.50	5.25	6.40	5.17
7000	10.19	7.65	9.87	7.40	9.72	7.28	9.84	7.38	8.00	6.00	8.07	6.05	9.84	7.38
7500	12.74	8.92	12.36	8.65	12.27	8.58	12.54	8.78	10.70	7.49	10.30	7.21	12.47	8.73
8000	14.54	9.54	14.65	9.62	14.52	9.52	14.70	9.64	13.01	8.54	13.23	8.69	14.64	9.61
8500	15.33	9.47	16.30	10.07	17.34	10.71	16.70	10.31	14.96	9.24	15.68	9.69	16.81	10.38
9000	14.80	8.63	16.72	9.64	17.98	10.49	18.44	10.76	16.48	9.61	17.43	10.16	18.13	10.57
9500	13.27	7.33	14.61	8.08	20.04	11.07	20.46	11.31	16.98	9.38	17.92	9.90	20.66	11.42
10,000					8.78	4.61			16.19	8.50	18.30	9.61		
Run:	No. 7		No. 8		No. 9		No. 10		No. 11		No. 12		No. 13	
COMBINATION COMPONENT:	Stock Cyl 30mm Mikuni Webco Head Krizeman Pipe	Stock Cyl. 30mm Mikuni Webco Head Emiler Pipe	Stock Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Krizeman Pipe	Stock Cyl. Stock Carb Webco Head Prototype Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Krizeman Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe	Special Cyl. 30mm Mikuni Webco Head Stock Pipe
FUEL OIL MIXTURE: 32:1														
PLUG TYPE: N57G														
SLIDE NEEDLE POSITION														
MAIN JET:														
JET NEEDLE: 6F5														
SLIDE: 2.5														
PILOT: 35														
NEEDLE JET: 159														
BAROMETRIC PRESSURE:	29.93		29.93		29.95		29.95		29.95		29.95		29.95	
TEMPERATURE: Wet:	69		68		74		75		75		75		75	
Dry:	78		78		66		66		66		66		66	
CORRECTION FACTOR:	1.047		1.047		1.041		1.042		1.042		1.042		1.042	



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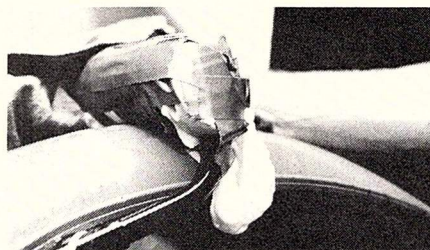
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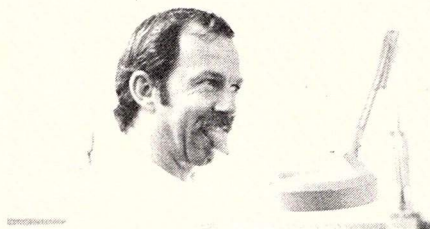
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Kawasaki spare tire, an otherwise fine product, finally "erped" after several long hours on the vibrator.

For them, it meant long hours of work and a whole buncha bucks. To you, only the cost of this fine magazine. With the invaluable information spread across these few



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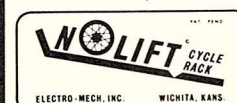
As you can see by the asterisk, the combination of components in run number six are the ones that Dick and Preston chose to run with. Although it did not produce maximum horsepower on top, that combination did provide the needed gains throughout the rpm range.

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# HEY, TONY...



## 'WHAT'S A KID LIKE YOU DOIN' IN A NICE PLACE LIKE THIS?

Sometimes the Indian Dunes, Tuesday night, motocross-under-the-lights scene attracts quite a crowd. After all, the California Racing Club pays money to the experts, and even established the almost-highly-competitive press class. And that night, everyone was there. *Everyone*. And they were all eating it. There was some kind of drainage problem that night and an enormous lake appeared before the second set of motos. It was blop, slurp, crunch all night — everyone was going down in the ruts the California novices dug with their bikes

Casualties included our own publisher, who lost it while leading and managed to knock himself out, and Tony DiStefano, who went over the bars and broke his thumb.

Tony got a lot of harassment in the pits for that. "Hey, here you are, points leader in the 500cc class, out in front of Jimmy Weinert and all the hot riders, and you come to the Native American Dunes and eat it, you turkey." And on.

Then we invited Tony down to the hallowed walls of DB to stick the microphone in front of him. We wanted to know what it takes to

come out of Morrisville, Pennsylvania, win the District 6 Championship, and then go on the National circuit and work up to first place in two years.

The interview started with Tony paging through the *Crash & Burn Special* and John DeSoto thumbing through the August issue. Tony wanted to know how to get in next year's *C&B*, John told him to keep on crashin' and he'd make it. Tony lives with Patty and John when he's in California, you see, and they have a lot of fun talking about the Czech mechanics. Anyway:





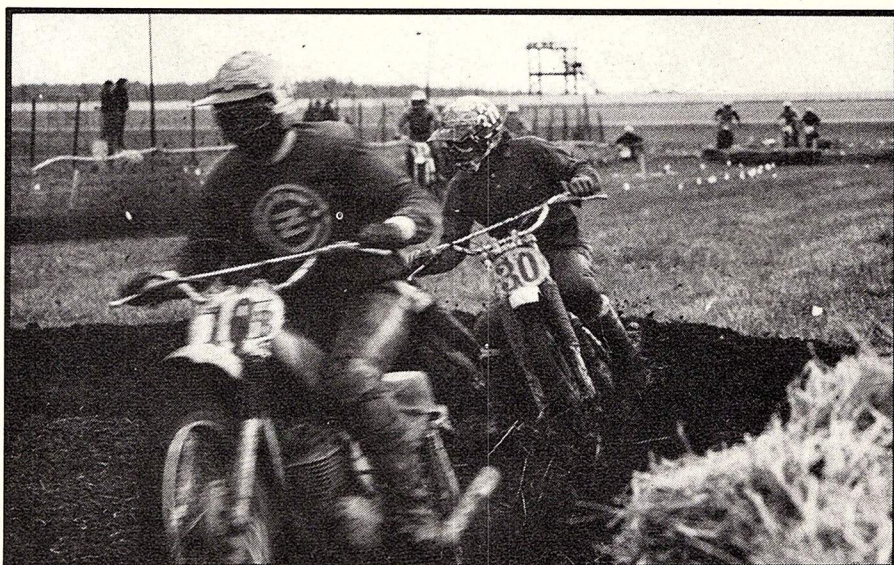
"Oh, I remember that day; I was riding 125 expert. I put a can of ether on the handlebars with a bungee cord ... that thing won't run ... that's a trick photo; Blooserville, Pennsylvania."

John: "Czecho-slow-vakian"!

You guys are too much!

Chet: Hey, man; it really *is* slow. You know that. Have you ridden it, Tony? The stocker?

Tony: No, but I rode the 400 and it's an *alright* number. I've got two bikes, a new 400 — that's the thing they've been promising me ever since the beginning of the year. They told me they'd have bikes. In the winter-time, they said, "Do not be afraid. We will have bikes, just like Falta and Baborovsky." (Much laughter shared between John and Tony at this point.) "In two more weeks," they kept saying. And then the two weeks were up. And then after Daytona, it was two weeks more. Then I finally got them and all they are are next year's production bikes. But they have magnesium cases and they're light. Like the 250 weighs — I've got the 250 in the truck — and I rode the 400



"Pocono, 1973! Yeah, I was 10B that year. That's Sonny DeFeo behind me ..."

back home. I got it ready at the end of — well, before the Nationals stopped (for the Inter-AMA series) and I raced a couple of times at the qualifiers back home and it's nice. The 400 — just as it is — weighs 215, and it has steel fenders on it and stuff. You can put it right down to legal weight.

Magnesium cases; the fins cut out; different pipe — just everything is lighter. All aluminum in the damping tubes and stuff in the front end. They're nice.

Like, when I was going over to race the Czech GP and I was at the factory, I asked about the bikes — were they next year's?





**"That was going through one of Gary Bailey's pits at Pocono . . . those barbecue pits. Look at that squid shot, both legs out."**

They said, "Oh no, this is special bike." (Mimicking an accent, John breaking up again.) But when I got it, all they've got is production models. They let them sit out in the rain and everything. I said, what kind of stuff is this? They don't even have canopies to put the bikes under, and some

bikes are under the roof and the ones that are half under and half not, that's where the water drains. (Much more laughter.)

Chet: Are you 18 yet, Tony?

Tony: No.

Chet: You're incredible.

Tony: 17½.

Chet: Who are those guys who opened that new magazine

in District 6? They have that interview with you.

Tony: That's just one guy, Mike Yonkauskas, or something like that. He just opened it up. He just wants to have it, just keep it in District 6 — just the local paper and stuff.

Chet: Have you raced back there, lately?

Tony: I never race. I haven't raced home in like . . . — oh, Pocono, but no local stuff. That's all I wanted to do — just go runnin' scrambles or somethin'. I don't think of local motocross, oh I'm not allowed anyway. If you're expert you can't run — or maybe you can with that new AMA rule. You can run semi-pro.

Chet: Yeah.

John: (still reading DIRT BIKE) Typical; Weinert, look at this picture; out of control all the time, he's so boss.

Chet: Tony, everybody always has you listed as a privateer, self-sponsored, and stuff like that — exactly how true is that? It's hard for me to imagine that



**"That was Moto Mecca, a qualifier last year . . . right at the start. I won the first two motos and it won't start. I broke the starter off trying to kick it."**

you're doin' all this by yourself. I know ESI is helping you, but is CZ helping now too?

Tony: CZ, last year, they gave me my parts. And the bikes, I'd buy the bikes. It was supposed to be, well, when I was just local they would just let me buy everything. Then they started to give me my parts. And then last year, like, I just went out when I got my license — turned 16 — to go professional. Then they would give me my parts. But see, I



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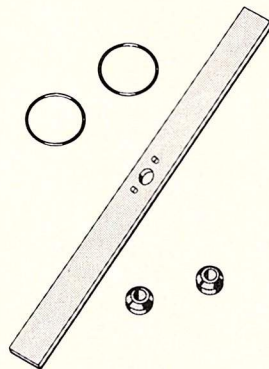
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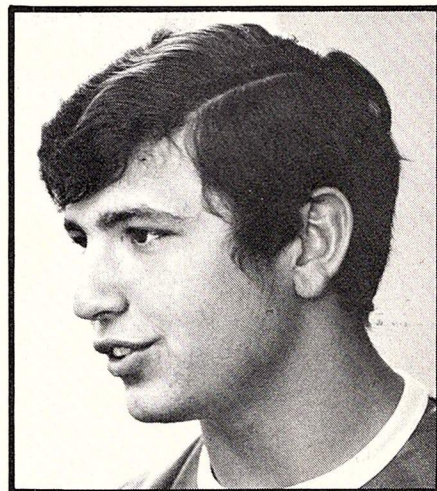
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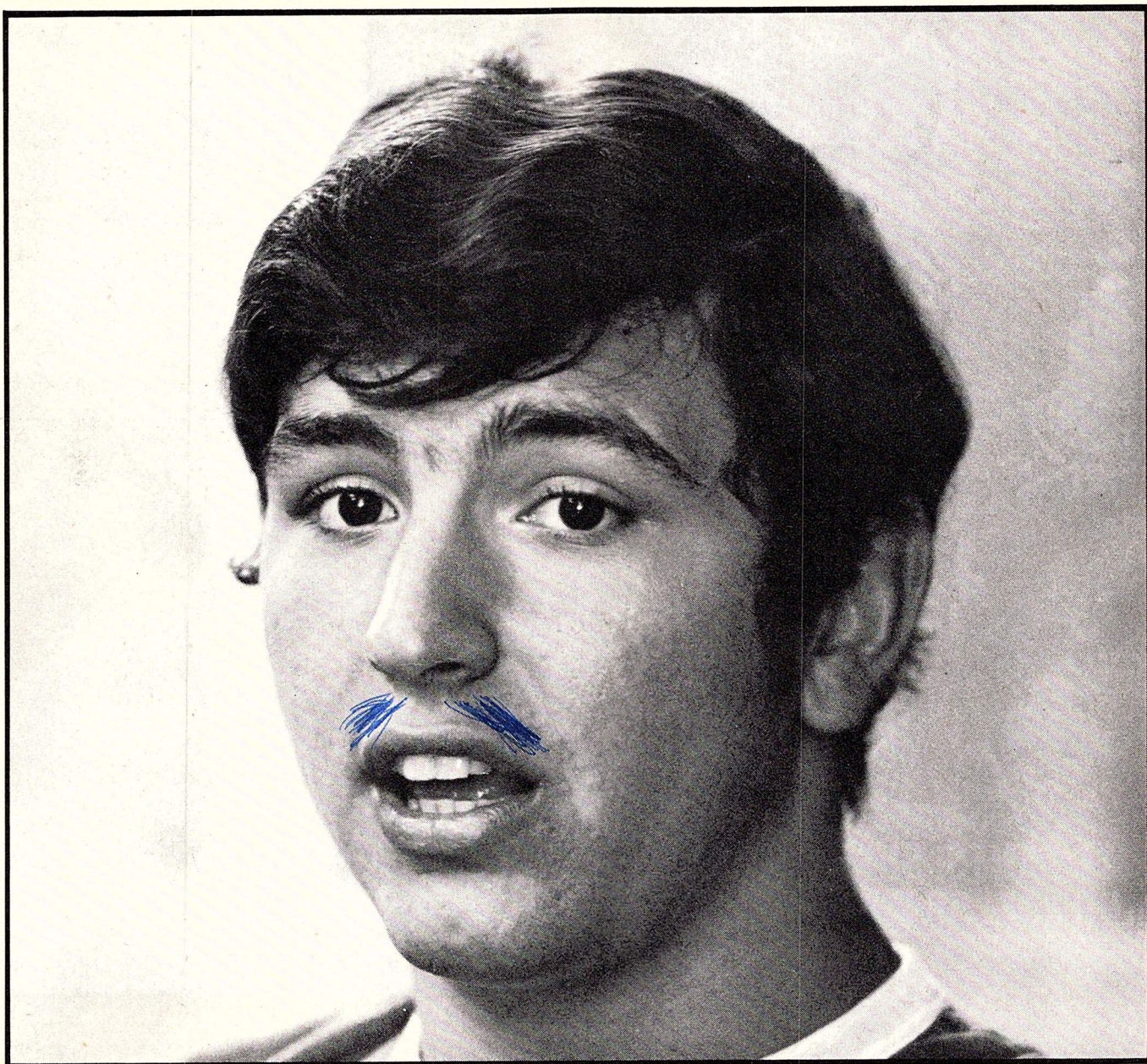
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had my license when I was 15, too. I won that one qualifier in Honda Hills and somebody turned me in — had to pay a \$50 fine. So CZ, they gave me my parts and this guy, John Tuzic, was up there. And it would be all right with the parts, and he ran the whole show up here with CZ. But since then they sent him back to Czech like the end of the year. So it was like this year comin' up, we didn't know what was goin' on with CZ; what they were gonna do. So, he says, OK, we'll keep it the same way, we'll buy parts. And with the bike, John just said they would give me the bikes and you give 'em back at the end of the year. And then work that way. Had to give them a \$500 deposit — but then



they give it back if you give them back the bike. So they give you the bikes at the end of the year for like a real cheap price, like \$400, for like \$500 or so. So you can buy the bike; you can always sell it and make more money, or just keep it — for a bike that cheap, you can just keep it. But that's all, they just help me with my parts, and then, like this year here, after I've won a couple of races in Florida and they come down to Florida and talk and they keep up my parts. And I bought the bikes like at the end of last year. And the bikes I've been ridin' have been last year's bikes. So then they say they're gonna





get a deal goin'. And so they give me \$50 to sign up. Like \$50 a week just like to say I sign up, like at a big race. No bonuses or nothing. No nothin'.

Chet: You get to keep your own purses, though, don't you? When you win?

Tony: Oh yeah. And I don't wear no CZ jersey — they just started that, like after Florida. Well, they see they have to start doing somethin'. And my bikes, those two new bikes, they gave me them. But I don't know; I guess I have to give them back at the end of the year. I don't think they're giving them to me to keep. Oh, they sent me the statements of origin and all, but

they weren't signed, so I guess that doesn't mean nothin'. That was just around the time they asked me if I wanted to go over to Europe.

Chet: Was that the Czech Grand Prix? You got a ninth or something?

Tony: Yeah, and they asked me if I wanted to go now or go in the wintertime. Just to see what was going on over there. I said, now; I might die by wintertime, I want to go now. And there was nothin' really going on; it was the month off before the Inter-AMAs. So I went over for six days.

Chet: Who won Sunday at Salt Lake?

Tony: Pierre. Staten was second.

Velky, third. Falta won the first moto, I think. I just got *Cycle News*; that's how I know.

Chet: You're still open class points leader, though, then?

Tony: Oh yeah! 160 points ahead!

Chet: How long will that last?

Tony: I don't know. The Nationals don't start off again until August...

Chet: That's right; yeah. I forgot, the Inter-AMA doesn't count this year...

Tony: ... They only count for the 250 guys anyway. No, really, if there was a good time for this to happen (holding up his cast), it couldn't be better, because the 250 — oh, it's important to some people — but it



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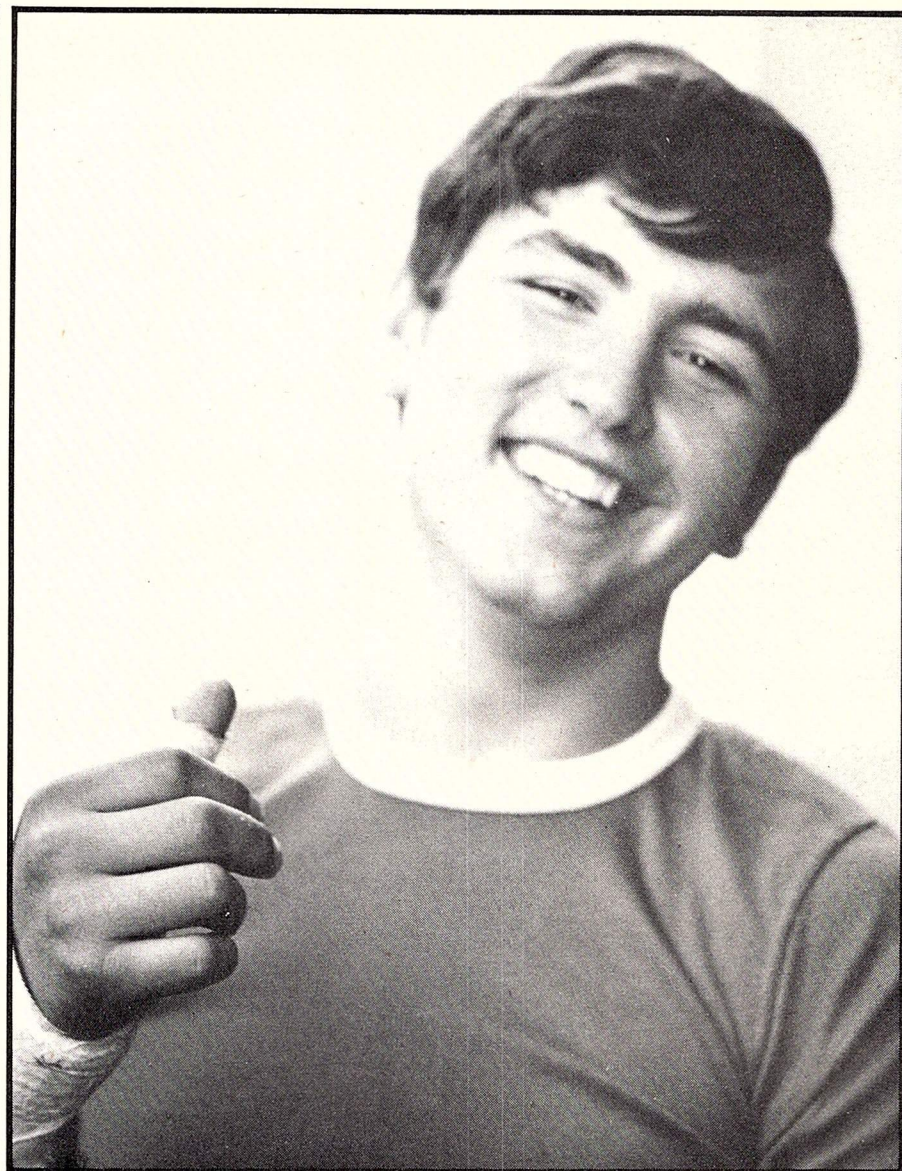
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doesn't concern me. I can catch maybe one Inter-AMA, maybe two, if this is all right in three weeks. And maybe a big money race. But I should be back in shape before the Nationals start up.

**Chet:** What about the Hang Ten Grand Prix?

**Tony:** Yeah (sounding very disappointed), I wanted to run that, especially after getting really bad starts in Europe. That hurt me a lot. Over there, by the time you move up and start passing the guys — like I knew I was running tenth in the first moto, but the first guys... you couldn't even see them! It's the same here, but the competition's just a little stiffer over there. If you get a bad start here, usually the first three or

four guys are gone! Over there, the first ten guys are just out of sight. You know, you couldn't even see them!

Then, I didn't like the bike, either. I wanted to run with my old bike 'cause — well, the trick bike I had when I was over there, it was just like the one I had at the Coliseum, except it was a 400 — I think I'd pick my own over it. I might just be used to my own. It was lighter, but I didn't like it too awful much. Didn't really seem too fast — but it had different power; it had a lot of down-bottom power. And nice neat power, didn't vibrate or nothin'. Where, like, my bike runs upstairs and stuff. The more I rode it, the

*Cont'd. on page 100*



In terms of dirty bikes, we can't say that we've heard of too much goin' down in beautiful downtown Iowa. For a fact, up until about a month before this writing we didn't even have a file on this state. Consider our amazement when, out of the clear blue, Iowa comes up with what might be the premier dirt bike facility in the Midwest.

To be sure, Wild Country Recreation Park has so many unique and natural attractions that it puts one to puzzle on just how it came to be what and where it is. What is it? ... Well ... It's a motocross track/campground/fishin'-swimmin' hole and honky tonk. W.C.R.P. is such a bag of contradictions that it makes the theory of relativity seem abundantly clear by comparison. In the first place, campers and bikers are not too awful chummy as a general rule. At Wild Country it's an out-and-out love affair. What's more, it is by no means an average campground or an average motocross track. Both are top shelf.

In addition to possessing 150 of those camper hookup thingies, the campground has a mile and a half of frontage on the Cedar river (ultra-clean), plus shower facilities, a recreation room, and the W.C. lounge. Yes, friends, your basic honky tonk is alive and well in Tipton, Iowa. Besides the day-to-day hell-raising, rabble-rousing and general rowdiness, the lounge employs a live band for Saturday night conflagrations. When the campers and bikers get together to guzzle, er... talk away their differences, they become inseparable. Strictly off the record, there have been unconfirmed sightings of campers trying to vault their Winnebagos on borrowed Maicos.

The W.C. lounge is not the only reason why both factions remain harmonious. There are a couple of pretty strict ground rules. First, since the MX track occupies a corner of the park unto its own, competition bikes are limited to that area. Anyone who wants to boogie through W.C.'s 10-15 miles of bike trails must have a quiet, legal-type trailbike in hand. What's more, you'd best not light off before 9:00 a.m. or after sundown. By policing their own ranks, the bikers and campers are hard to tell apart. One seems to attract the other.

With all these goodies in hand,

HONKY TONKS, TRAIL RIDING AND TROPHIES

# WILD COUNTRY, IOWA

by FRANK HIGHLAND

In Iowa? Yeah, no kidding; in Iowa. Iowa?



Gettin' ready to eat some Iowa dirt.

one might think that the management, one each Frank Lovell and Joe Vincer, would be content to sit back and marvel at the gate receipts. Far wrong. Future plans, that will be largely here and now by the time you read this, include a swimming pool, a man-made lake, a recreation hall, a 25-cent bike-o-wash, and several improvements to the MX track.

Ah yes, the motocross track... Dynamite!! Nothing artificial about it. The ground is nice and loamy, absolutely zero rocks, and all the elevation changes have been there since the last ice age.

At this point, it might be a good idea to sit down before reading this



Local shoe Jim Slife dials on his Maico.





Look mom, a wheelie!



Rare photo of Victor "Maico" Krause cutting through the dust.

next line. At its narrowest point, the track is 40 feet wide. Well, almost 40. That's right! No need to let your bladder take over should you berserk a turn. If you're really the Billy Grossi type, you may want to take advantage of every inch of that 40 feet, and then some. Fear not. Wild Country has no snow fence or chicken wire to forniscue your anatomy. Instead, the track is enclosed with a new type of nylon mesh stuff called Quick-fence. It's so resilient that it nearly takes a head-on-tapped-in-fourth shot to part it. Even then it dampens enough of your impact so that your bike, your bod, and your tootsie (who happened to be standing there when you decided to eat it) will be spared virtually all physical

misfortune.

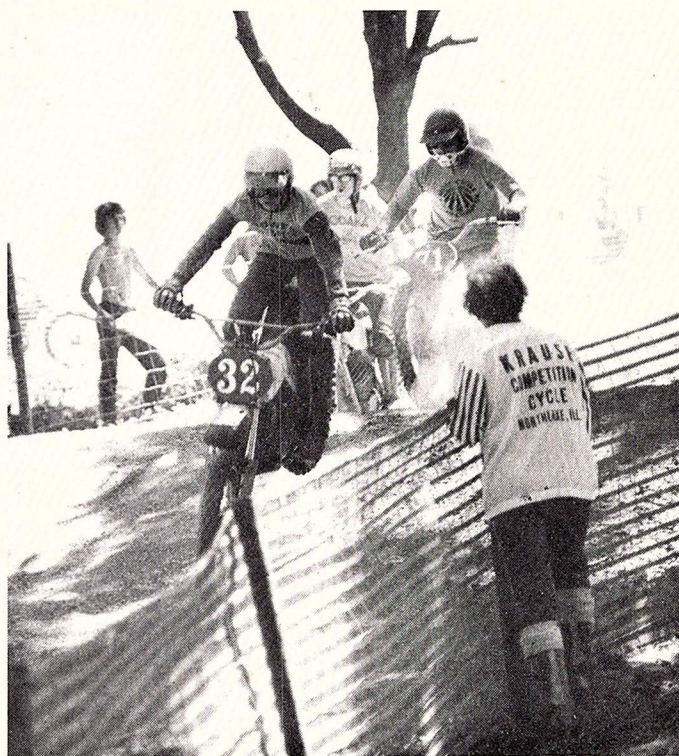
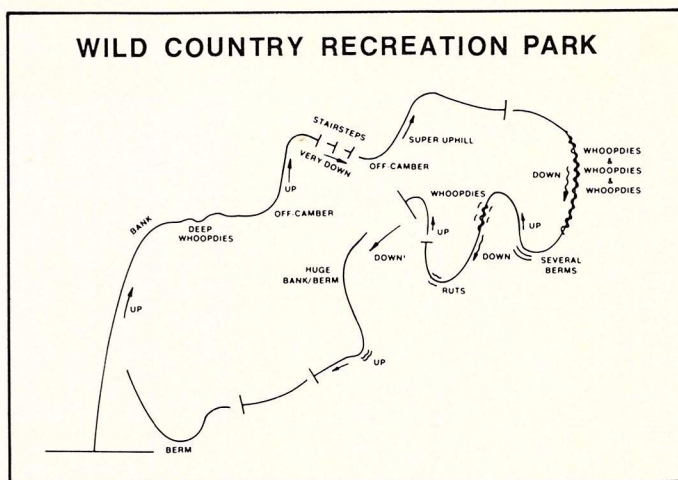
With all these thoughts in mind, it's easy to see how the track can handle up to 65 rompin', stompin' knobby-freaks. For that matter, the starting line is so wide that those 65 bikes could have a foot of room between each and every set of handlebars. Although the track is relatively compact at 9/10ths of a mile, scoring confusion just doesn't happen. Come to think of it, it's darn near impossible. You see, each rider's position is tape recorded on each lap. An observer hollers the numbers into a microphone as the riders whiz past. On the other end of the line, a scoring tootsie and a tape recorder pick up the info. If there are any beefs, the tape is played back.

In addition to the campground plans, big things are afoot for the MX track. The list includes two-way radios between flagmen, complete dust control facilities, a Preston what's-his-name starting gate, spectator over- and underpasses, a P.A. system, an eighth-mile test track for tuning wrenchery, running water in the pit area, bleachers on the hill overlooking the track (there's nary a corner you can't see from there), and a gate that isolates the track during a moto and swings open at the end to direct riders onto an exit route.

Like the camp, these plans will be fact by the time you read this.

Let's take a practice lap and get down to the business end, smokin' it. As you zap off the line, it's kinda





like doing a number on a football field. The first straight is that long and that wide. Up a slight grade and hook it through turn one. It's wide and well banked. Get up on the pegs and lean back through the whoopdies. Turn two is an off-camber left, but blessedly smooth. Up another slight grade and cook through another wiiide right-hander. Best to square this one off quick-like, 'cuz your eyeballs will snap right through your goggles if you don't have time to set up for this next section. Three giant downhill stairsteps deposit you at the apex of a 60-degree off-camber left. At this point it's reassuring to note that Quick-fence makes a dandy berm in a pinch. Up a long, steep hill and back around to the right.

Over a dropaway jump and down a long whoopdie section that bends down a slight grade. The next right is another off-camber, but the soil is moist and builds several dandy berms quite quickly. Back up the grade and zip around a sharp left. Everything is so nice that it doesn't much matter how many ponies you had to dial on to zap that guy. You still have space to clear the turn. Down some more whoopdies and get down a gear or two to negotiate a ratty right-hander. Uphill again and over a small jump. Crank 'er up again for yet another left-hander and then, . . . Whoaa!!! The world is flat and you just dropped off the edge! After hitting the jump at the top, you can easily clear most of the 60 feet of downhill. Don't be afraid

to turn up the juice; there's a berm attached to the next left-hander that could hold in the U.S.S. Missouri. One more sharp right-hander and hook it over two jumps. The last one is so neat that you can practically do a barrel roll off of it and still land light as a feather. Another zip-zap S-turn and you're back at the line. Sooo fine.

As you might have surmised, Wild Country is a candidate for the real professional berserkers. As a matter of fact, it was laid out with that in mind. At the ripe old age of five months, Wild Country is already up for an Inter-Am qualifier sanction and will almost assuredly host a full-blown Inter-Am or Trans-Am shortly thereafter. The course has really got Klass. 🌟



## PORCUPINE ENDURO

Like you would expect at a national championship enduro, the 150-mile Porcupine held near Harrison, Michigan, in June had plenty of rough going to stop all but the best riders and machines, but it also had enough extra to knock even the stars off their usual hot pace...

Seemingly endless virgin tight stuff no bike had ever broken through before, with low-hung pine branches slashing riders' hands and faces and trying to tear apart each scooter...

Rain-slicked oil-field pipe and clear-cut timber that had champions like Dick Burleson and Tom Penton hung up and spinning their rear wheels momentarily...

Water holes with bottoms of sand so quick it grabbed and wouldn't let go of any wheel that stopped, so tough one bike had a bent rim by the time stalled riders dug and heaved for almost an hour to break it loose...

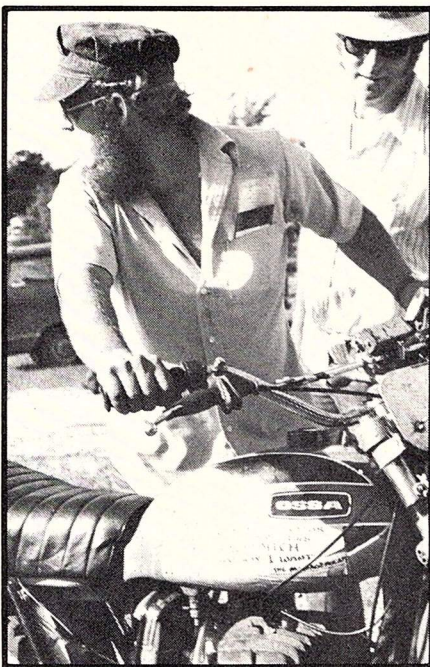
And ditch-like drop-offs so sheer riders almost had a choice of whether to brake hard at the "X," drop down and then power back up the other side, or just gas it and clear the crevice.

But the real tough one, the one that threatened to stop many of the riders even before the start, was the tech inspection conducted the day before by members of Michigan Trail Riders, sponsor of the meet. Post entries got the biggest jab from the Porcupine. They hadn't received the warning the mail entries got:

"Your motorcycle must be equipped for street use. This includes head and tail light, brake light, horn and mirror. 1974 AMA muffler rules will be enforced. Be prepared for a check."



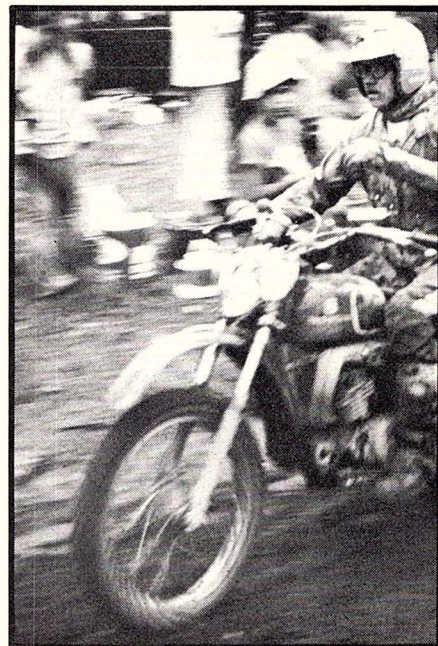
A rider running the gauntlet of gas crews out in the Michigan forest.



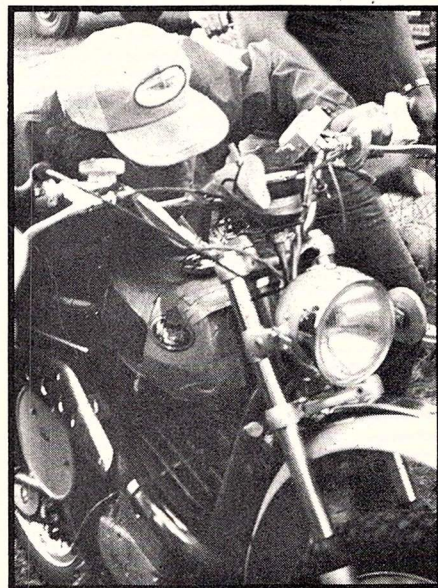
Some of the veteran woods rats objected to the street-legal rulings.

Some veteran enduro riders with 7 p.m. deadline. Some came back three or four times before they made it.

The stuff they came up with to comply with the new AMA requirements turned the tech inspection into the second greatest show



Dick Burleson left Gas 1 on time, but lost the event at the emergency check.



Tech inspection was neat; this rider is proving that his party horn works.

Less Sound with More Mud in your Muffler

# SPINY AND STREET-LEGAL

by STEVE BOOTH



on earth — party horns and even a bugle taped to the handlebars, flashlights lashed to the fenders and forks to augment lights that didn't work or weren't there, rear-view mirrors in every possible position, one mounted dead center, no doubt intended for checking the thickness of mud on the rider's teeth.

In the ridiculous quest for mirrors and working horns and lights, the noise test was almost forgotten. Only a few times was the handy dandy AMA sound meter (still available for only \$125 from the Westerville Wonders) used for anything but shading tail lights from the sun to see if they worked.

A Kaw rider on his converted 450MX was the worst — there was no way his scoot could pass the db test that was never given. Lights and other pseudo street-legal trash bikes which obviously would never irritate the decibel meter were almost in shock when the inspectors flunked them because their brake light didn't work or they had no horn or rear-view mirror. Others just rolled their bikes away to try to figure out how to pass the test in the short time left before the

By the first gas stop in the forest south of Houghton Lake 37 miles out, all but the top riders were running quite late, and a few were already over their hour. Others were out for good with drowned engines that wouldn't restart, broken brake and clutch levers, lost chains, no gears, forks and wheels disfigured by hidden obstacles — like the stump that jammed the forks on a Suzuki back behind the downtube, crushing the front rim almost to the hub.

Behind them the trail was strewn with mirrors and bicycle horns, batteries and flashlights, enough garbage to fill several Hefty bags.

If you made it to first gas, you were forced to run a gauntlet of pit-crewing wives and families, gas cans and kids, and a tremendous traffic jam of vans and pickups, as you searched among the crowd for the crew with your Gator Aid, chain lube and gasoline. One Husky rider hunted 20 minutes for his gas, and once in a while a rider made people jump when he cut right through the crowd to the crew he had almost missed.

An official of the sponsoring club stood at the intersection of the enduro trail and the vehicle-clogged logging road, busier than a Bobby during rush hour at Trafalgar Square, directing an endless stream of vans across the trail whenever no bikes were coming. A van with its horn blaring bulled through the crowd and ran over one foot of a rider sitting astride his bike getting gas, smashing his hand on the bars at the same time. Steam rose from hot engines as nervous crews seemed to pour petrol everywhere but in the tank.

By second gas, halfway through the run, more bikes were out and the number of worried pit crews looking for riders they'd lost hours before was increasing. The tight going took its toll in busted parts and disgusted riders of even well-prepared machines. Montesa jockey Ray Abney wondered why his bike just died like it was out of gas even though the tank was supposed to be full. When he pulled the cap, nothing! Then he found the gas line had been ripped away, apparently by a tree branch.

Still running close to their minutes were Penton riders Tom Penton, Art Blough and Robert Brooks, and the members of the Husqvarna East team, Ed Schmidt, Ron Bohn

and Dick Burleson. A few unknown locals were also holding the pace in a light rain that had eliminated any possibility of dust, but had coated riders and motorcycles with wet, clinging sand.

The Porcupine was not a spectacular event to watch because no one saw the action taking place in the heart of the woods. Michigan Trail Riders made sure there would be no spectators by not posting any kind of map. Gas crews were forced to follow arrows to get to the gas points, in sequence, starting with Gas No. 1, even if you wanted to meet your rider for the first time at Gas No. 2.

But the Porcupine was a rough enduro. It just wore down riders and knocked out bikes, one by one, no matter what you did to keep going. One B rider on a Husky with a smashed throttle control pushed on for a while with the throttle cable connected to his front brake lever. He was doing fine, but after a hundred miles or so of woods riding he had lost so much time he headed back to headquarters.

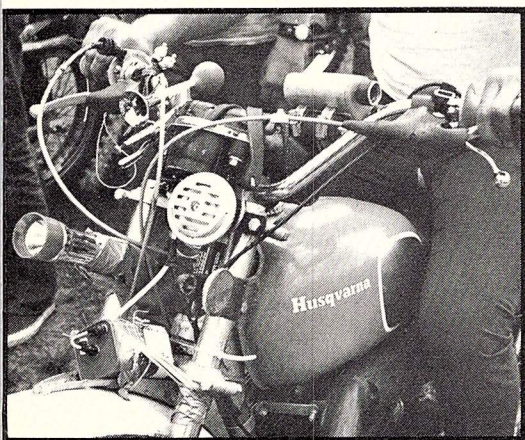
At the finish, 162 riders passed through the last check, and only 104 of them were within their hour.

While the scorers huddled behind closed doors, the enduro greats were back at their campers trying to figure the standings. Who would take it, Burleson or Bohn or one of the local ringers? Or maybe Art Blough? Tom Penton and teammate Robert Brooks seemed to be out of the running.

When they handed out the iron it was Can-Am 175 rider John Grader, a 23-year-old carpenter from Washington, Michigan, with 42 points off, who won Grand Champion, his first win in a national enduro (he got a fifth at Fallen Timbers this Spring), and he's only been riding enduros two years.

Art Blough edged out Dick Burleson for the A High Point trophy in a tie at 56 points off, which was broken by the emergency check.

But what about the 251 riders who never finished? A wasted weekend after days and nights of preparation? Hell no! Each one has another story he can't wait to tell ... about what went wrong, or how he got back to headquarters, or the hours it took to find his abandoned bike. And don't forget the stories of how he helped the leaders through the mudhole that ended his day. ☉



**Give an enduro rider too much duct tape and look what he'll do. It passed the inspection.**

was all he needed to get his time card initialed, really a permit to disrupt the forest and bring down the wrath of land-owners and neighbors on all dirt riders.

Key time was 7 a.m. Sunday, and 413 bikes got off the line under the dark cloud which seems to hang over a lot of big eastern enduros. A few riders who'd ignored the warnings about removing required equipment were turned away at the start just a minute before they were scheduled to leave, and got away late or not at all.







DUDLEY DOWRONG

# CAN-AM 175 T'NT

by the Staff of DIRT BIKE

Everything's there;  
they just don't like each other



Baja Baker busts berms on Bombardier.

Hot damn! An alternative to all those almost enduro bikes that they make in Japan. This one's got to be the real thing! Look at the spec list: Forks by Betor; a rotary-valved engine for torque; the right class, 175cc; no dumb rubber-covered footpegs; a Bing carb; shocks by S&W; a long, comfortable-looking saddle; flexible-mounted signal lights; oil injected from inside the frame, no messy pre-mix, no hassle with bumming gas when you out-run your pit crew; an exhaust system that wouldn't barbecue your thighs, looks quiet, too; tank and fenders made out of non-degradable plastic, not heavy metal

or fiberglass with a half-life of two falls; six speeds in that box; an adjustable steering head so you can dial in the handling the way you like it—will wonders never cease?

And the whole package is put together by Bombardier of Canada, which makes you feel even better. You don't have to mess up the hemisphere's balance of payments. We mean, everybody likes Canada, right? You know it'll be reliable, too, because they are probably the world's largest manufacturer of snowmobiles and you never hear about broken snowmobiles. It's a big company and an original design. New thinking. Even the license plate holder is drilled for lightness. Ah bliss.

Let's take it out of the showroom and play with it. Pushing it out you'll notice a bit of

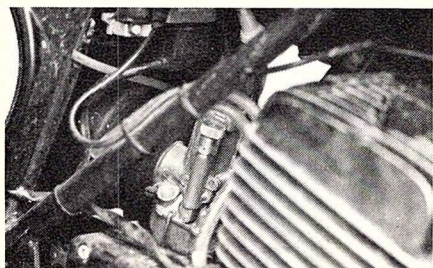
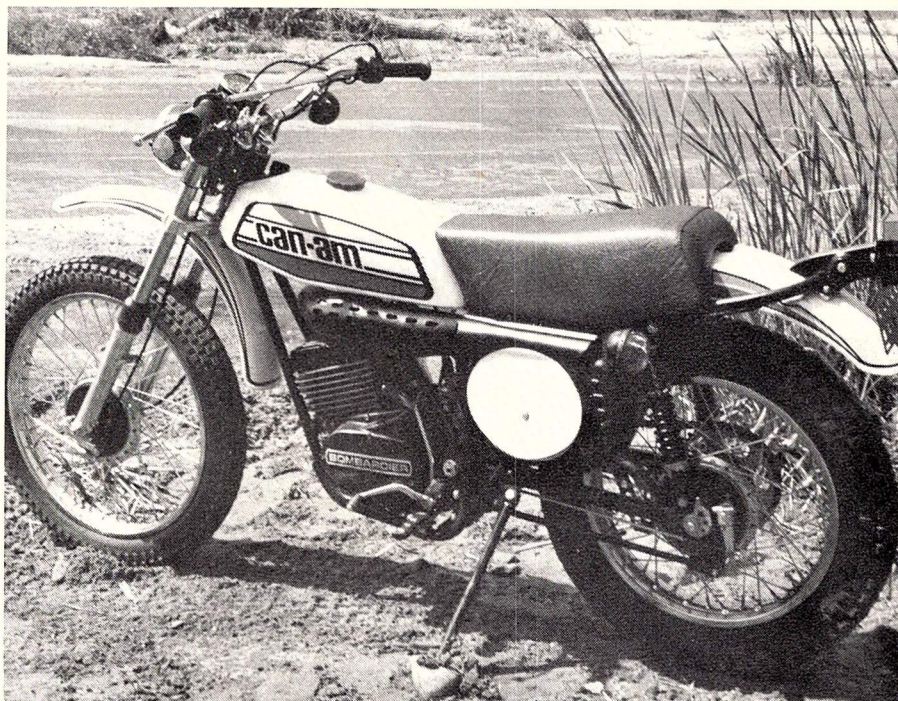
Very arty Wegner/Can-Am photo was sponsored for us by Steve Clark.



heft. Oh well, once underway the feeling of heaviness will probably disappear. Sure, and the government will probably mail you a pair of matched Bilsteins with your next tax refund too.

Start it up, anyway. Once you figure the drill (turn on tap, turn key, push rocker switch to RUN, tickle funny-looking Bing, stomp it), it will start. In any gear, too, perfect for stalls on tricky hillsides. Warms up nice, but it feels a little awkward while you're sitting on it. Oh well, once underway etc.

Look around while you're waiting. Decent grips; not great, but sufficient. Big gas cap; a little thing, but what a bitch it is to try to fill one of those little-necked tanks when you're in a hurry. Dipstick built into the cap of the oil reservoir; neat. What's that? Trials tires. Boo. This is supposed to be a serious



**Funny looking appendage on the Bing is an unnecessary choke. International components like Bosch, Betor, Yuasa abound. The Bosch was a source of misery for last year's ISDT team.**

bike, like the one Billy Uhl used to win the ISDT qualifiers.

OK, it's warm. Snub it into a gear. Wow, this thing does pull from the basement, like a tractor motor that somebody attacked with a porting drill. Run it up; it'll run clean up the rev range to . . . uh, a flat spot. Probably not cleaned out; shift and rev it some more. Flat spot again. Do that a couple more times and find out it won't pull fifth on the dirt. Back into the shop, and explain that your demo ride ain't cutting it. While they're tuning it in the back room, you notice that the pain somewhere deep in your pelvis has not gone away. Man was not meant to dirt ride with his legs spread like a . . . like a, oh never mind.

It's back. The folks from Can-Am fire it up and wing it a couple of times. Runs bitchen now.

Back out in the outdoors again. With the Bing jetted now. And the Can-Am sings. No urrr-bringha! Just whirrrrrl and zoom. Power







builds and oozes out of that engine in a steady flow, and just when you think it's topped out, there's a neat kick and still more power, because the bike has just come on the . . . er, valve.

You're in heaven, just coasting, heading for the hills over there. You almost don't mind the discomfort of sitting on the thing with your legs open to about 60 degrees.

Tight approach to this loose slope here, but no problem with this motor. Just coast up to it, get straight, and program it for climbing. And slide sideways and fall off. Damn trials tires! If any bike would profit from a change of rubber, this one would. Horse it around for another try. You get reminded of the weight. Remember to stay on the up side of the hill. Back down again and you notice that the brakes work. Even with those slippery tires, there's enough feel on the way down the slope to keep from locking the whole thing up. Chatters, though.

Second try — same thing. Third try does it. The trick was to keep it revving and not try for the torque; that, along with a little more approach speed, worked. Rotten tires anyway.

Up on the mountain trails, there're some tight, scary places. Being a little over-cautious with this new bike, you blow a couple of shifts. It doesn't matter. The engine will not load up. It absolutely refuses to die, no matter how much you screw up. A large measure of respect results.

By this time, you begin to feel just a little bit invulnerable, so you banzai a couple of the downhills. It's good for you. The bike works under you.

You get back to the flatlands feeling pretty good about the Can-Am. Not that it's perfect, but it does have stuff going for it. But it still feels . . . odd. Make that uncomfortable; the pain in your inside leg/hip connections is back. And sliding up on that tank is not merely uncomfortable, it is impossible.

Here come the whoop-de-dos; try it out here. First one: OK. Second one: Hey, the back end has developed a mind of its own. Third one: click, bars all the way this way. Fourth one: clack, all the way the other direction. Fifth, sixth and seventh whoopdies: another click, an eat-it, and a cloud of dust.

Pick yourself up and get moving





Among the strange details on the bike was this interesting routing of the control cables through holes in the triple clamps.

again. It'll start on the first kick. It always will.

Once underway, you find that the feeling of having shocks has disappeared. Yes, they've gone away. Forever. You are now equipped with a pair of springs. You'll also find that the saddle you've been trying to ignore will now insert itself firmly in your consciousness. As a matter of fact, you will look under yourself to see if it's still really there, and not just a plank.

At about this point, you also find that standing up doesn't make the bike any more comfortable than sitting on the plank.

Some of the glow is off when you find you have to ride the deep whoops by going r-r-r-up, wuvvou, rrrup, letting it rock back and forth, up and down, and never building up any speed. You'll notice the rotten tires again now. And the weight. And the awkward riding position.

But before you get completely bummed out by the thing — if your demo ride is anything like our test — you will be reminded of the weight again, once and for all. Because our bike locked itself up solid and we had a long push back to the van.

Once underway again, with the kickstarter gear repaired, you will probably start getting critical. And you'll begin to examine the

#### BITS AND PIECES

Despite being flexi-mounted, one of the turn signals committed suicide.

Despite being Betors, the front forks are not vented and they do not function soft and smooth, like good Betors should.

Despite being cared for with all the affection we could muster, the speedometer died with about 175 miles on it.



Super Ken, one of those young berserko car leapers and wheelie kings, thought Can-Am's power was neater than his four-stroker's.



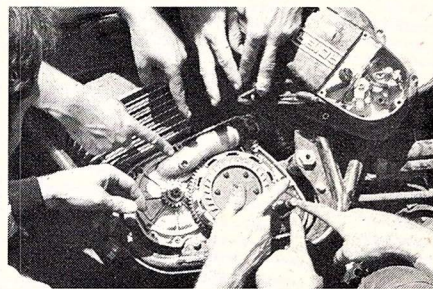
Battery, good tool kit, various electrics are stuffed inside the number plate cover on the right side.

But the horn still works.

So does the headlight.

But the taillight disappeared.

Despite being Canadian, you'd swear that the bike is British. There're so many of the old traditions lingering. Like mounting the shocks over the rear axle, which they had to do back when so that the shocks would live. It's dumb these days. Or carrying the oil in the frame. At least that's a recent British tradition. And the fact that the Can-Am leaked oil quicker than you could fill it also reminds us of



The deficient gear is pointed out in this highly technical shot. Other interior goodies are evident as well.

the grand old singles of yore.

Can-Am told us that ours was the first recorded instance of one of their bikes locking up the kickstarter. Now, there're two recorded instances. Because, whereas our test bike is not completely locked up this time, the gear is constantly engaged and you can hear it ratcheting away anytime the engine is running. This renders the statement about first-kick starting completely inoperative. It now takes about 20.

Yes, the Can-Am's fork angle is

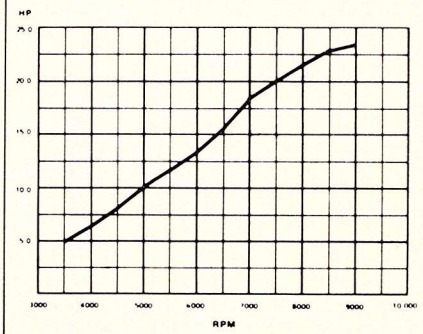




It's Super Ken again, doing his feet- on-the-bars routine. He simply dropped by while we were testing and volunteered to perform.

## CAN-AM 175

PRICE: retail, approx. \$1195  
 ENGINE TYPE: Rotary valve two-stroke single  
 DISPLACEMENT: 175cc  
 BORE & STROKE: 62mm x 57.5mm  
 COMPRESSION RATIO: 13:1  
 CARBURETION: Bing center float 32mm  
 HP @ RPM:  
     (claimed) 25 @ 8500  
     (actual) 23.5 @ 9000  
 CLUTCH: Multi-plate oil bath  
 PRIMARY DRIVE: Straight cut gears 3.286/1  
 GEAR RATIOS: 1) 3.40:1  
               2) 2.31:1  
               3) 1.68:1  
               4) 1.31:1  
               5) 1.09:1  
               6) 0.96:1  
 FINAL DRIVE: #520 chain 5/8-in x 1/4-in  
               15-tooth countershaft  
               42-tooth rear sprocket  
 AIR FILTRATION: Oil wetted foam — washable  
 ELECTRICAL SYSTEM: Bosch CDI  
               30,000-volt pointless electronic ignition  
 LUBRICATION: Oil injection  
 RECOMMENDED FUEL: Premium  
 RECOMMENDED OIL: Can Am injector oil  
 FUEL CAPACITY: 1.9 U.S. gallons  
 FRAME: High tensile steel, double downtube full cradle  
 SUSPENSION:  
     (front) Betor oil damped, 6-inch travel  
     (rear) S&W, 3-inch approx.  
 WHEELS: Steel  
 TIRES: Trials pattern Yokohama  
     (front) 3.00x21  
     (rear) 4.00x18  
 DIMENSIONS  
     Wheelbase: 54 inches  
     Ground Clearance: 9 inches  
     Seat Height: 30 inches  
     Handlebar width: 32 inches  
     Weight: (claimed) 233 pounds  
 BRAKES: Drum, 6-inch floating rear  
 INSTRUMENTS: Speedo, resettable odometer, high beam, neutral and turn signal indicator lights  
 LIGHTS: Headlight, taillight, turn signals  
 SILENCER: Yes, quiet  
 SPARK ARRESTOR: Yes  
 PRIMARY KICK: Yes  
 PARTS PRICES (frequently replaced items)  
     Piston assembly: \$28.50  
     Rings: top \$7.50  
             bottom \$4.95  
     Clutch cable: \$2.95  
     Cylinder: \$142.50  
     Shift lever: \$11.50  
     Brake pedal: \$5.95  
     Clutch lever: \$3.95





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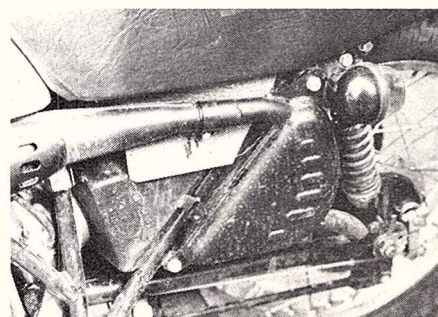
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adjustable, but it's not a lever built in somewhere that you twist and turn to get more or less rake. What you have to do is buy these cones from the factory, and then refer to the service manual for the appropriate take-apart and put-together procedures to get them in the steering head. Or you can fiddle with different mountings for the stockers. At least you don't have to resort to welding.

Yes, the Can-Am has a muffler and spark arrestor, but the snivel this time is that it's not approved by the U.S. Forestry dudes and if it doesn't have that stamp, it won't do you any legal good in places that require the setup.

That's the story with the Can-Am; you're always saying,



The left number plate hides the plumbing of the exhaust system. Like most plumbing, it leaks.

"Yes it's got this; yes, it's got that, but..." Everywhere you turn, it's that way. Look at that neat full-floating brake setup. Feel that neat rear-wheel chatter when you use it hard. It's frustrating.

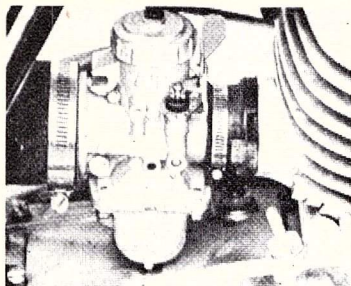
### SUMMARY

Look at what the manufacturers are offering us these days. Seriously, examine what you can exchange your bucks for when you step up to the counter. You can buy a bike from Europe that gives you the definite impression that it was built by one man; an uncompromised machine that's matched to its purpose; something you rave about, or else you hate it. Still, it has real qualities you can point to and describe to your friends.

Or you can trade the sweat represented by those dollars for the fun in a Japanese motorcycle. Those bikes seem to be designed by computer. Someone examines what riders want, figures out what wins, and then feeds in the parameters. Out pops a super-trick 'crosser or a general-purpose

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3 .... 360-400 CZ 34mm .....	\$59.95	19 .... 125 Penton 28mm .....	\$54.95
4 .... 360-400 CZ 36mm .....	\$72.95	20 .... 175 Penton 32mm .....	\$59.95
5 .... 250 Husky 32 to replace 32 ....	\$61.95	21 .... 175 Penton 34mm .....	\$65.95
6 .... 250 Husky 34 to replace 36 ....	\$65.95	22 .... 125 CZ 32mm .....	\$54.95
7 .... 250 Husky 32 to replace 36 ....	\$61.95	23 .... 125 Husky 32mm .....	\$62.95
8 .... 360 Husky 32 to replace 32 ....	\$61.95	24 .... 360 Husky 36 to replace 36 ....	\$72.95
9 .... 360 Husky 34 to replace 36 ....	\$65.95	25 .... 360 Husky 38 to replace 36 ....	\$75.95
10 .... 360 Husky 32 to replace 36 ....	\$65.95	26 .... 400 Husky 36 to replace 36 ....	\$72.95
11 .... 400 Husky 34 to replace 32 ....	\$65.95	27 .... 400 Husky 38 to replace 36 ....	\$75.95
12 .... 400 Husky 34 to replace 36 ....	\$65.95	28 .... 400 Husky MJ + MK 36mm ....	\$72.95
13 .... 250 Husky MJ + MK 32mm ....	\$63.95	29 .... 400 Husky MJ + MK 38mm ....	\$75.95
14 .... 250 Husky MJ + MK 34mm ....	\$66.95	30 .... 450 Husky MJ + MK 36mm ....	\$72.95
15 .... 400 Husky MJ + MK 34mm ....	\$65.95	31 .... 450 Husky MJ + MK 38mm ....	\$75.95
16 .... 450 Husky MJ + MK 34mm ....	\$65.95	32 .... 400 CZ 38mm .....	\$75.95

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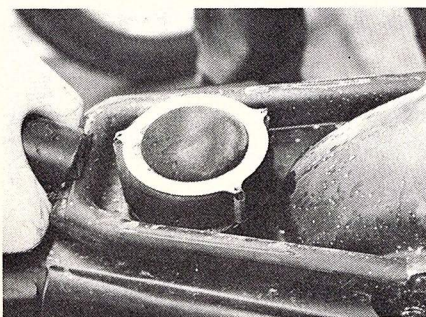


qualified success.

But this Canadian machine is the first one we've run across that seems to have been designed by a committee that wouldn't speak to each other. Can-Am's Motor Department had their act together; they got down and built an engine that performs like the best you can find — no matter what ocean. Then the detail people went berserk getting all the good stuff together: all that plastic, decent controls, and a good bit of forethought in choosing the bought pieces that went into the bike.

The Geometry Department was spot-on too, because the Can-Am has no inherent evil habits.

But the Suspension Folks collaborated with the Rider



A skimpy Filtron nests under the seat; the setup seems sano at first, but we found water making its way down there later.

Comfort Group to blow the whole thing. The Betors they bought aren't better. And the shocks . . . ah well, we're so used to bad shocks that the company van has a rack for accessory Konis, Telescopes, and one pair of Bilsteins that the publisher hogs.

As for the people that decided what's comfortable and what's not, we can only assume that they all have a lot more space between their knees than we do. Or that they're, ah, odd.

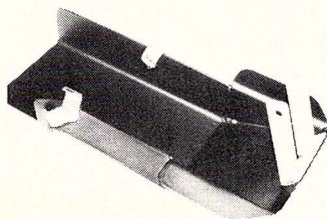
In all, you have to be disappointed with everything about the bike except the motor. Instead of flowing smoothly through the turns and inspiring you to more and more feats of grace and daring, the Can-Am has to be driven to make it perform. It isn't fun; it's stiff and unyielding. It's uncomfortable just to sit on. Riding it feels like piloting a Gothic flying buttress with a motor installed. Shameful to see so many fine components working against each other in one motorcycle. So the search for the perfect enduro bike grinds to a halt again.

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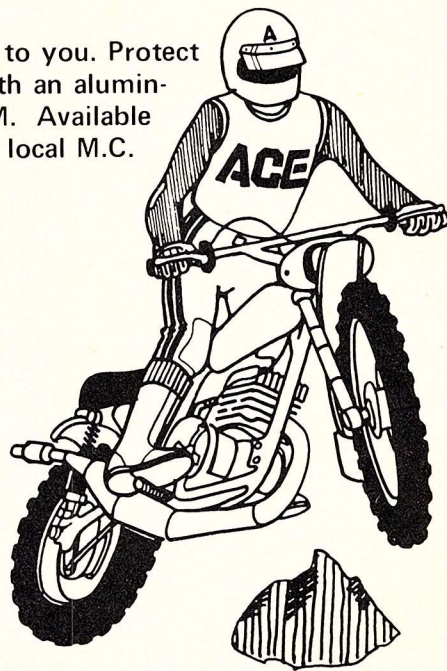
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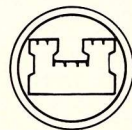
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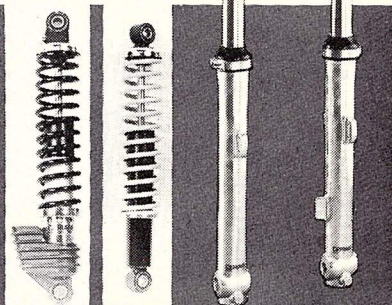
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Ceriani forks with six-position adjustable damping are now available in the C-2000 series and will soon be in stock for bikes requiring the C-1000 series. These forks in standard lengths only. The new gas filled shocks from Ceriani will soon be available in two models; a standard (non-adjustable) model, and a model which permits infinite damping adjustment externally!

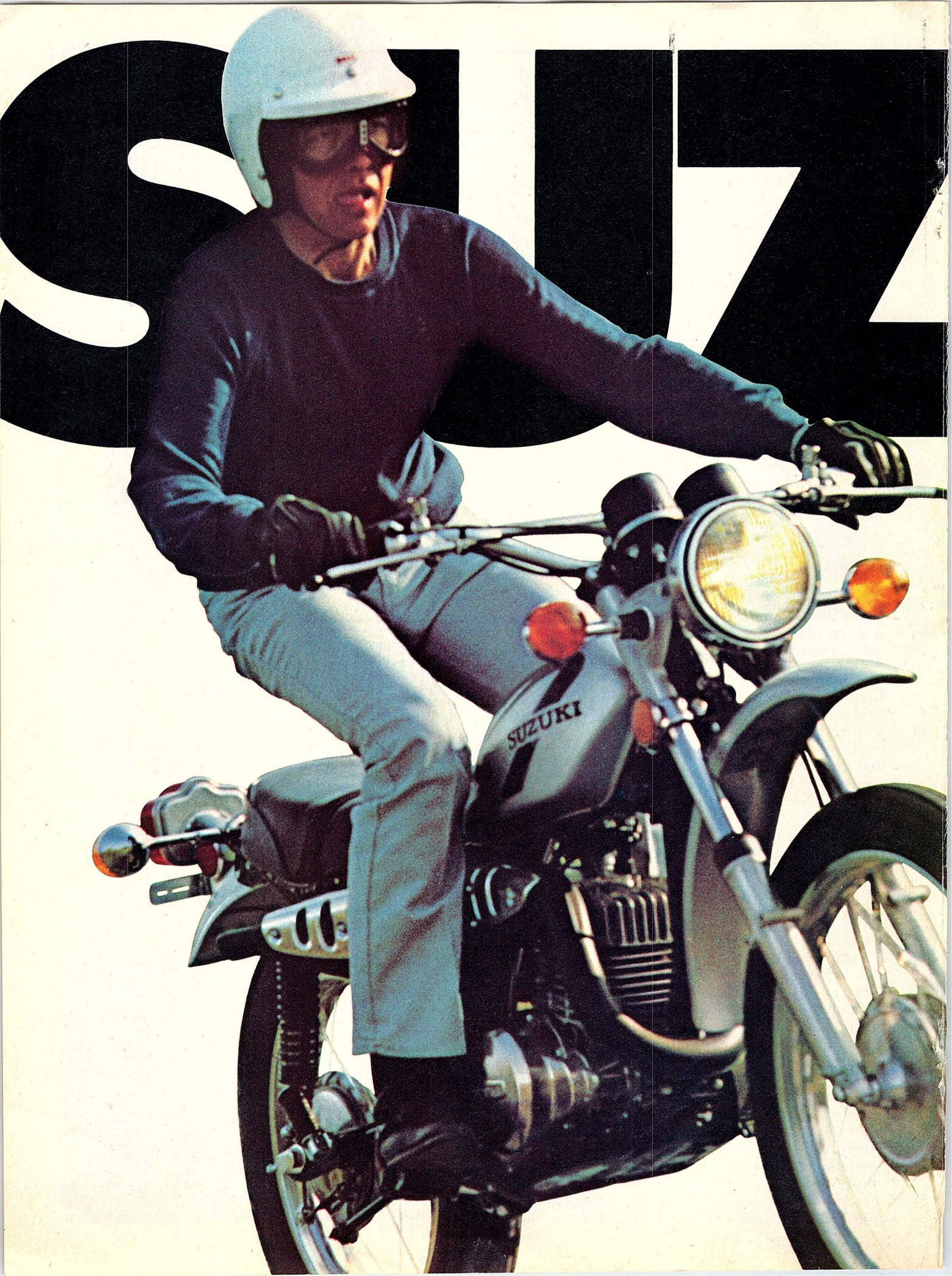


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### Low-end torque for the dirt.

18.8 ft/lbs of torque at 5,500 rpm. That's a lot of push up a hill. A lot of pull through mud and sand. A lot of power any way you want to use it.

A big 21-inch front wheel and almost 10 inches of ground clearance let you step over the rough stuff. Bead stoppers keep your knob-bies from twisting. Rugged enduro forks and 5-way adjustable shocks keep it all under control.

You get pointless electronic ignition (PEI) for hotter spark, less plug fouling. And the primary kick starter lets you start in any gear.

The flexible polypropylene front fender sits up high so mud won't cake up over the tire. The muffler is pulled up and tucked in out of

your way. And the tripmeter ticks off the miles to show you how far you've gone.

### Top-end speed for the road.

At 6,500 rpm, you develop 22 horsepower—enough to cruise without effort at 55 mph. With plenty of passing power in reserve.

Shift it up, sit back and give it some throttle. The Crankcase Cylinder Injection system (CCI) makes sure the engine gets the right mix of gas and oil. Automatic. You don't do anything.

Hi-low beam head-lights. Big brake light. Turn signals, speedo, tach, dual mirrors. You even get a flip-up gas cap that locks.

And on top of everything else, the engine has a warranty for 12 months or 12,000 miles.\*

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The bottom line of it all is that the TS-250 can go just about anywhere

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\*Suzuki warrants internal parts of the cylinder head, block and transmission for 12 months or 12,000 miles. Just comply with Owner's Manual instructions: mail registration to Suzuki within 48 hours and receive service checks from a Suzuki dealer at 750, 2,000 and every 2,000 miles thereafter.

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**TS-100**  
10.8 Hp — 8.43 ft/lbs  
torque — 3-way adjustable shocks



**TS-125**  
12.7 Hp — 9.64 ft/lbs  
torque — 5-way adjustable shocks



**TS-185**  
17 Hp — 13.0 ft/lbs  
torque — PEI



**TS-400**  
33 Hp — 28.8 ft/lbs  
torque — PEI

U. S. Suzuki Motor Corporation, Dept. 7060, Santa Fe Springs, Calif. 90670.

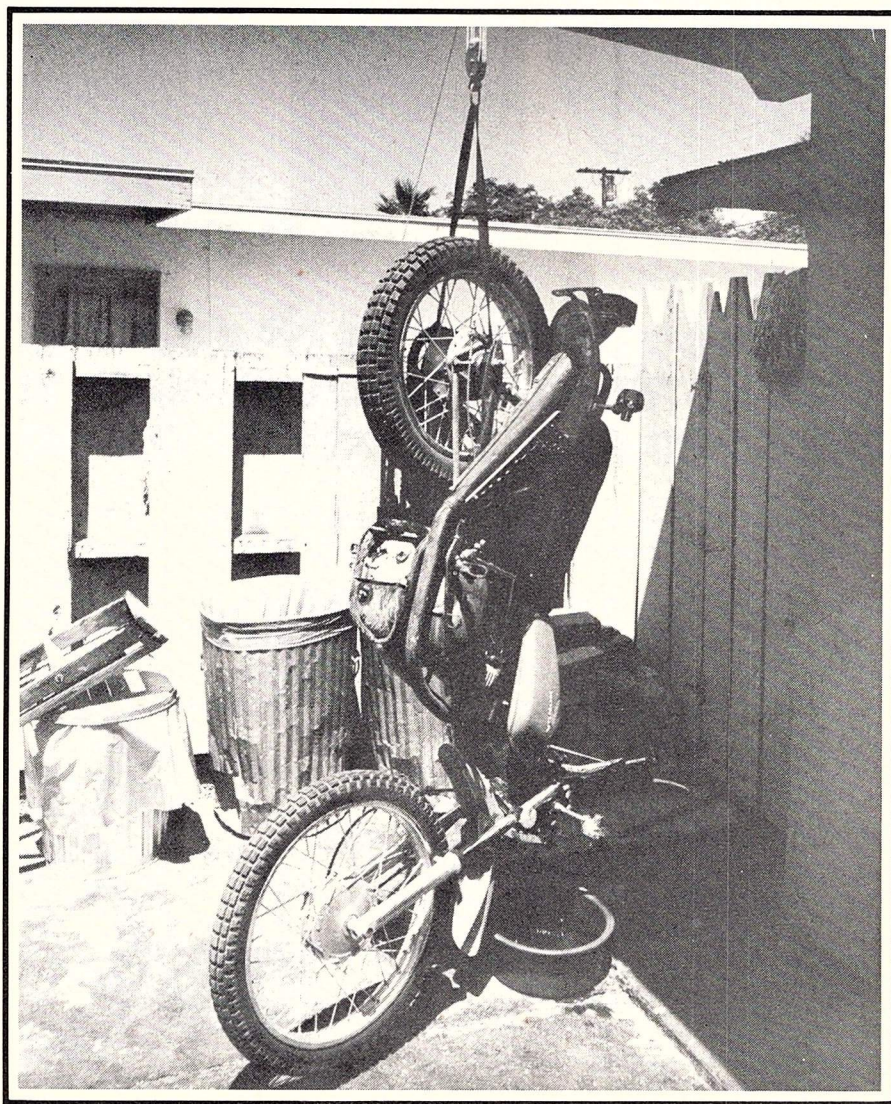




WHEN YOU BREAK, PART III

# TAKE THE MONEY AND RUN

by STEVE CLARK



## 250 Parts Price Breakdown

The DIRT BIKE Parts Price Research Team (D.B.P.P.R.T.) has gone out and bugged every parts man west of the Grand Tetons just to bring you the latest prices for the parts you trashed last Sunday on your 250cc Dollarswallower MX. So, since pistons and stuff are getting so expensive, we thought we would show you what your deflated dollars will buy in terms of your

favorite pastime and ours. Prices were obtained locally, but may be different in other parts of the country, and, of course, aren't staying the same very long these days. You can at least make comparisons.

This article was supposed to have been completed last month, but with Super Hunky in Japan and Chet Heyberger chasing gorillas in Puerto Rico, it just didn't get done.



	AJS STORMER	BULTACO ALPINA	BULTACO MATADOR	BULTACO SHERPA-T	BULTACO PURSANG	CZ MX	CZ ENDURO
CONNECTING ROD	42.97* <sup>2</sup>	40.68* <sup>2</sup>	40.68* <sup>2</sup>	40.68* <sup>2</sup>	40.68* <sup>2</sup>	56.69	49.32
LOWER END BEARING	DNA	6.16	6.16	6.16	6.16	12.50	11.16
CRANK PIN	DNA	DNA	DNA	DNA	7 10	10.98	6.92
CRANK ASSEMBLY	131.84* <sup>3</sup>	133.62	133.62	133.62	133.62	186.69* <sup>3</sup>	169.40
LEFT FLYWHEEL	48.94	57.16	57.16	57.16	57.16	53.33	38.56
RIGHT FLYWHEEL	48.94	59.86	44.06	61.36	61.36	53.33	41.36
MAIN BEARINGS	N/A	4.20ea.	4.20ea.	4.20ea.	4.20ea.	4.98	N/A
CRANKCASE HALVES: L R	84.93* <sup>4</sup>	69.74	69.74	69.74	69.74	N/A	410.96* <sup>4</sup>
		69.74	69.74	69.74	69.74		
SIDE COVERS: L	28.35	29.62	29.62	29.84	29.84	46.66	37.72
R	15.18	19.70	19.70	19.70	19.70	46.66	37.72
FIRST GEAR	11.27	17.44	18.36	18.36	18.36	18.91	43.04
MOST EXPENSIVE GEAR	45.64	19.18	28.90	28.90	28.90	43.04	43.04
LEAST EXPENSIVE GEAR	11.27	12.52	12.52	15.52	15 52	18.91	13.68
CLUTCH PLATES: FRICTION	19.95(4)	19.82* <sup>6,1</sup> (12)	19.82* <sup>6,1</sup> (12)	19.82* <sup>6,1</sup> (12)	19.82* <sup>6,1</sup> (12)	7.14(4)	6.92ea.
STEEL	16.94(4)						1.96ea.
PRIMARY CHAIN	14.58	9.20	12.00	9.92	12.00	DNA	DNA

N/A...Not Available    1...1973 Price    3...Includes Rod, Lower    5...Double Row    7...Upper  
 DNA...Does Not Apply    2...Includes Lower    End Bearing, Crank    Pin, Left & Right    6...Per Set    8...Lower  
    End Bearing,    Flywheel  
    Connecting Rod,    4...You Havta Buy Both  
    Crank Pin



	HONDA XL	HONDA CR	HONDA MT	HUSQVARNA CR MAG	HUSQVARNA ENDURO	KAWASAKI KX	KAWASAKI F 11
CONNECTING ROD	DNA	DNA	DNA	44.11* <sup>2</sup>	65.20* <sup>2</sup>	22.00	24.60
LOWER END BEARING	DNA	DNA	DNA	2.75	6.84	2.80	2.80
CRANK PIN	DNA	DNA	DNA	N/A	8.20	6.60	2.60
CRANK ASSEMBLY	71.03* <sup>3</sup>	73.03* <sup>3</sup>	70.10* <sup>3</sup>	92.93	100.00	74.30	66.60
LEFT FLYWHEEL	DNA	DNA	DNA	N/A	32.00	21.10	27.10
RIGHT FLYWHEEL	DNA	DNA	DNA	N/A	32.00	21.10	27.10
MAIN BEARINGS	9.72 (2)	DNA	6.86ea.	13.85(2)	11.00ea.	3.40ea.	7.70(2)
CRANKCASE HALVES: L R	47.30	105.00* <sup>4</sup>	101.11* <sup>4</sup>	124.96* <sup>4</sup>	134.00* <sup>4</sup>	29.70	32.80
	51.60					32.80	32.80
SIDE COVERS: L	28.57	23.12	21.10	33.08	28.00	28.70	10.00
R	23.13	36.21	29.71	13.86	28.00	N/A	29.50
FIRST GEAR	16.14	13.40	13.82	17.96	18.00	14.40	8.70
MOST EXPENSIVE GEAR	16.14	13.40	13.82	19.43	42.10	14.40	11.80
LEAST EXPENSIVE GEAR	4.38	4.74	4.74	16.82	16.00	8.70	5.10
CLUTCH PLATES: FRICTION STEEL	2.14ea. 1.66ea.	2.86ea.	2.86ea. (7) 9.60ea. (6)	2.21ea. (6) 2.94ea. (5)	3.10ea. (4) 3.95ea. (4)	4.00ea.	2.50ea.
PRIMARY CHAIN	DNA	DNA	DNA	DNA	DNA	DNA	DNA



	MAICO	MONTESA SCORPION	MONTESA VR	MONTESA COTA	OSSA PHANTOM	OSSA MAR	OSSA SDR
CONNECTING ROD	53.40* <sup>2</sup>	30.00	30.00	N/A	37.48* <sup>2</sup>	24.60* <sup>2</sup>	24.60* <sup>2</sup>
LOWER END BEARING	DNA	9.00	7.80	7.80	DNA	DNA	DNA
CRANK PIN	DNA	7.00	9.00	9.00	DNA	DNA	DNA
CRANK ASSEMBLY	200.00* <sup>3</sup>	126.00	126.00	N/A	119.80	121.94	121.94
LEFT FLYWHEEL	69.60	50.00	50.00	30.88	33.54	36.92	36.92
RIGHT FLYWHEEL	69.60	50.00	50.00	30.88	33.54	36.92	36.92
MAIN BEARINGS	32.80(2)	7.00ea.	6.50ea.	6.40ea.	5.82ea.	5.82ea.	5.82ea.
CRANKCASE HALVES: L R	78.00 96.00	126.00* <sup>4</sup>	126.00* <sup>4</sup>	97.50* <sup>4</sup>	120.48* <sup>4</sup>	72.28* <sup>4</sup>	76.29* <sup>4</sup>
SIDE COVERS: L R	42.34 35.66	32.55 28.86	DNA	26.00 26.00	25.92 25.98	25.92 25.92	25.92 25.92
FIRST GEAR	23.88	19.00	17.60	17.00	18.40	16.48	16.76
MOST EXPENSIVE GEAR	26.65	19.50	33.00	30.00	39.66	27.82	27.82
LEAST EXPENSIVE GEAR	23.88	12.00	8.40	8.40	16.20	10.40	11.08
CLUTCH PLATES: FRICTION	6.00	28.00* <sup>6</sup>	30.00* <sup>6</sup>	30.00* <sup>6</sup>	4.24ea.	2.88ea.	2.88
STEEL							
PRIMARY CHAIN	14.92* <sup>5</sup>	DNA	DNA	DNA	9.96	9.96	9.96



# WHEN YOU BREAK, PART III

Continued

	PENTON	SUZUKI TM	SUZUKI TS	YAMAHA MX	YAMAHA YZ	YAMAHA TY	YAMAHA DT
CONNECTING ROD	38.49* <sup>2</sup>	14.56	14.56	15.44	14.00	15.44	15.44
LOWER END BEARING	N/A	3.39	3.39	3.04	9.06	3.04	3.04
CRANK PIN	N/A	4.37	4.37	4.28	4.28	4.28	4.28
CRANK ASSEMBLY	113.36	107.26	107.26	90.00	107.50	104.76	87.40
LEFT FLYWHEEL	N/A	23.81	23.81	30.80	30.80	DNA	35.90
RIGHT FLYWHEEL	N/A	23.81	23.81	30.80	30.80	DNA	26.92
MAIN BEARINGS	11.10ea.	4.95ea. (2)	13.84(2)	5.36ea. (2)	5.36ea. (2)	4.34ea.	4.34
CRANKCASE HALVES: L R	134.80* <sup>4</sup>	108.29* <sup>4</sup>	108.29* <sup>4</sup>	46.58	51.08	50.20	40.44
				51.12	59.06	53.50	44.46
SIDE COVERS: L	22.19	31.58	22.35	51.12	48.20	57.02	10.58
R	19.53	22.35	27.81	51.12	48.20	57.02	28.38
FIRST GEAR	19.77	9.81	9.12	7.50	13.36	11.80	7.10
MOST EXPENSIVE GEAR	25.32	12.67	10.20	15.14	14.94	12.40	12.94
LEAST EXPENSIVE GEAR	9.89	8.01	8.52	5.80	12.48	7.92	6.62
CLUTCH PLATES: FRICTION	4.08ea.	2.66(6)	2.66	17.10* <sup>6</sup>	54.00* <sup>6</sup>	20.07* <sup>6</sup>	2.86(7)
STEEL	.96ea.		3.39				.42(7)
PRIMARY CHAIN	DNA	DNA	28.47	DNA	DNA	DNA	DNA



**KING RAT**

# 1975 MAICO 250

by the Staff of DIRT BIKE

**If you ride one,  
you'll have to buy one**

One of our favorite games on testing days is one called Chase Chet. It goes something like this: Wait until Heyberger is out on the track and has been running hard for maybe 15 minutes. This places him near the end of his physical abilities. Then, sneak right in behind him on another bike and start dogging. Like most Eastern riders, he can turn left better than he can turn right, so we nestle up next to him in the right-hand corners and rub the wheel against his garishly decorated leathers. He usually responds by giving a convulsive twitch with the entire motorcycle and gassing it even harder.

Usually, this is accompanied by one or more lurid full-lock tank-slappers. He then often speeds up and begins riding over his head. This is where the fun starts. Dog him for another five or six unrelenting minutes, and his riding style deteriorates completely. Every corner becomes a recovery. Every straightaway jump an adventure. Every sweeper an exercise in barely saving it. Naturally, he runs out of luck sooner or later. Most of the time, he drops it on a bumpy, tight right-hand corner in his usual ritualistic get-off. The bike goes to full lock in the wrong direction and the seat kicks him in the rump, and the classic "W" position is assumed while he aborts over the bars — all the while holding on for dear life and taking the bike with him. Curses seldom heard outside of a brig fill the air and a hearty "whuuump" concludes the action. He then picks himself up and heads for the pits and the ever-present supply of Band-aids. Good clean fun.

Until about a week ago.

That's when we got the '75 Maico in for testing. The Pennsylvania Pencilneck straddled the bike and headed out for his perfunctory 15 minutes of depletion. After the proper waiting period, we headed out for a little fun. Slipping in right behind him, we started to harass gently. First,



on the right-hand turns. Then, on the left-hand turns. He responded by gassing it and pulling ahead slightly. We waited — hanging back a bit — secure in the knowledge that he would soon tire. Ten more minutes went by — then 15 — then 20. The distance between us stayed the same. Finally, in a frustrated drive, we both tried to pass Chet on a bumpy sweeper and promptly rode off the course. The usual curses filled the air, but this

time they were ours. Ten minutes later, the Maico got low on gas and Chet brought it in to the pits — untired. Disgusting!

In true form, he sneered at us: "Got your ass, didn't I?"

Indeed, he had. Fortunately, however, we caught him on the track later in the day on another bike and had the gleeful fortune to watch him ride straight into a small, but firm, tree. This time *we* were on the new Maico.





We all thought it was such a great slider that we took it over to the skid pad and speedwayed it till we all fell a couple of times.

Ah yes — the Maico. Enthusiasm must take the place of common sense where this bike applies. Each and every test rider who rode the bike came away babbling about the performance. Not one asked how much it cost to maintain it, or what inherent problems the machine had . . . nope, they merely raved.

Which makes us answer the self-asked question: How much different is it than the 250 we tested last year? After all, that bike — while a great handler — had more than its share of unsolved problems. If you'll recall, it came with some of the following faults: Girling shocks, paper filter, slow turn throttle, an exhaust that was strangled when it was muffled, a Bing carb that didn't flow quite enough and heavy steel rims.

Our new bike had only one of the old hassles: steel rims. All the rest of the minor snivels had been eliminated in the passing of a year.

Probably the single biggest improvement in the new Maico is in the rear suspension. All Maicos (except the enduro models) now come standard with the forward mounted shocks. And these are fine shocks. When we received our pre-test info from the factory, the literature indicated that Konis would be standard. What they didn't tell us was that the Konis are very trick. Rather than install conventional Konis on the back and let the buyer solve his own problem on keeping damping, the factory puts in a special oil that gives the longest life of any stock shock delivered on a motorcycle today. We rode and raced our test machine

hard, and never had the damping go away. At the end of a hard 25-minute moto, the rear end felt a bit busier than at the start, but the action of the shocks still had to be rated as excellent. If the owner wants to go a step further and put some finned coolers (like Poppy aluminum bodies) on, he should literally *never* have any fade problems whatsoever.

To complement the new shocks, the factory has heavily gusseted the swingarm just like last year's GP bikes. In fact, the new 250 is astoundingly close to what the Big Guys were using last year. Theirs may have been a little lighter here and there, but the similarity is 95 percent.

Some of the accompanying problems of forward mounted rear suspensions have been bent frames and tweaked/cracked steering heads. Maico doubled the wall thickness of their front chrome moly downtubes to prevent this on all of their '75s and heavily gusseted the steering head. This added about a pound to the weight of the frame — a small price to pay for the protection. Long, tapered gussets are also apparent on the rear section of the frame. In fact, in every spot we've ever seen an FMS frame show signs of weakness, the Maico is beefed up.

In standard trim — as we tested the bike — there are seven and a half inches travel in the forks and six and a half inches axle movement in the rear.

What this translates to in performance is unreal. Bumps that used to be taken standing up with gritted teeth are now taken sitting down. Most of the potholes and square-edged nasties are sucked up in the long travel ass-end with not so much as a thud.

For some reason, the factory effort feels much better in actual use than the modified bikes that we have ridden based on last year's chassis. We don't know why; the tape measure shows there to be very little difference.

Springs on the Konis appear to be around 105- to 110-pounders, but we couldn't find out any numbers from the factory. Most of the successful modified Maicos\* that we have seen are running around 110-pound springs with the Poppy bodies and 100-pounders with Bilstein gas-filled shocks; depending, of course, on rider weight and rid-

ing style.

The forks are standard Maico forks as in years past, with the exception of one-piece springs — instead of the old-style two-piece springs. As usual, they were impeccable.

With all the trick suspension stuff, we found that the Maico was happiest in the bumps. Especially bumpy high-speed sweepers. Here, the rider could just ignore the ripples and stutter-bumps and gas it like they weren't even there. Even sliding through a bumpy corner was no sweat as long as the rider kept the power on and the bike fairly vertical. Both wheels faithfully followed whatever convolutions the track had to offer without twitches or bobbles.

Only when the bumps got deeper than the suspension travel did the rider have to stand up on the pegs and lend a helping hand. If anything, the Maico is a lazy man's ride, because more time can (and will) be spent sitting down on a Maico than with *any* bike on the market.

So far, we haven't babbled about anything other than the suspension. OK. Our test bike was painted yellow. Now, back to the suspension. Deep whoopers were sheer child's play. Merely diddle with the throttle and lift the front end over the bigger bumps and let the rear end soak up all the impact. Landing from jumps was soft and mushy at the rear, with perhaps a trace of heaviness at the front. If the machine had a lighter alloy wheel up front instead of the steel number, this minor bother would disappear. After all, two pounds of unsprung weight is two unwanted pounds.

That fabulous suspension even made picking lines easier. It was possible to steer a path across ripples and lined ruts that would have washed out a "normally" suspended set of wheels. The only care that had to be taken was when leaving a jump. Here, the long travel rear end would catch a small piece of the downward side of the jump and keep driving. Often, this made the front end of the bike assume a higher than normal takeoff attitude. An inexperienced rider might loop it if someone didn't

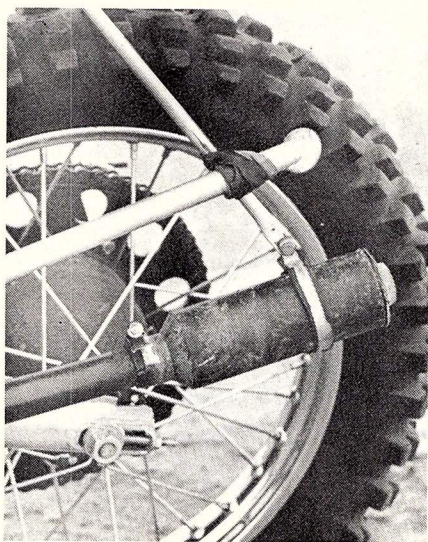
#### OPPOSITE PAGE:

Cooper Motors (the Maico people) lent us Jim Mercier to help demonstrate the new 250.







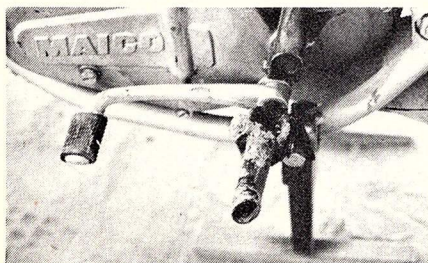


Pipe support was mounted to stinger. Unsupported silencer broke stinger off. Here's the setup we preferred.

warn him. Sharp-edged jumps presented no problem; just those nicely rounded mounds that are so common.

With all due respect to the suspension, much of the good manners in the turns come from the sensible power characteristics of the engine. A peek at the dyno chart somewhere in this magazine (hopefully) shows that the Maico starts pulling strongly at 3500 rpm and runs in almost a straight line all the way to over 7500 rpm. The 6.7 horsepower and eight solid foot-pounds of torque that low in the power range simply mean that the motor can be lugged down to almost idle without blubbering and puking all over itself. Because of the typical slow-revving Maico powerplant, when the rider punches the throttle, the power grows smoothly and strongly, rather than creating useless wheelspin. Heavy flywheels not only keep the rpm buildup sensibly proper, but they smooth vibration down.

Our test bike cranked out well over 27 horsepower at the rear wheel on the dyno — a figure that only the Montesa VR exceeded. And the Montesa didn't have any-

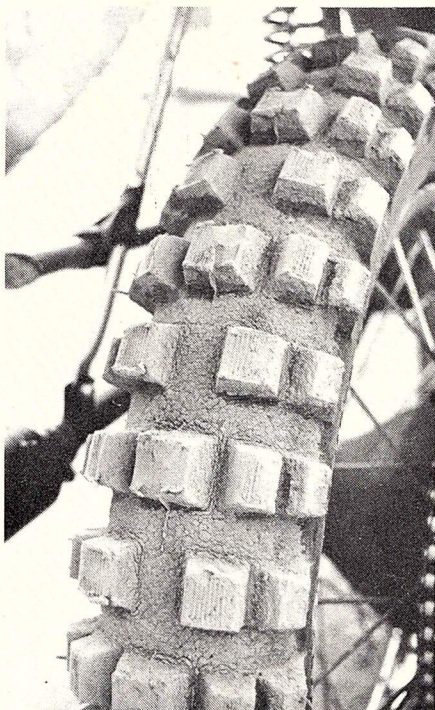


Footpegs could use the help of some weld-on teeth.

where near the low-end grunt of the Maico. Mid-range power was especially useful. Revving a gear out and shifting quickly to the next gear would leave the rider revving right in the fat part of the powerband — and able to continue on with the business of going forward in a hurry.

It's a good thing the Maico comes with such a generous spread of power, for the four-speed gearbox with its very close ratios couldn't properly handle a peaky motor. For long, straight, high-speed tracks, the four-speed box will be a disadvantage. We hear that Maico will come out with a five-speed unit sometime next year, and while it isn't needed in their bigger machines, the 250 can use a more versatile cluster.

For most courses, however, the standard four-speed box with an 11-tooth countershaft sprocket and a 59-tooth rear sprocket will be just fine. If the course is tight and twisty, a change to 64 teeth on the rear will be a must. The countershaft will not accept anything smaller than an 11 up front, so all gear-



Seat mount bolt ate chunks out of the rear meat.

ing reductions must be made at the rear.

The gearbox on our test 250 was stiff for a half-hour, then turned into a pure dream. Any missed shifts will surely be the fault of the rider — not the machine. We disregarded using the clutch except for

getting the bike moving. While the clutch action is much smoother and lighter than previous 250 assemblies, it's still one of the hardest pulling numbers around. Even after abusing the clutch with some tight trail riding, there was no slippage to be found. The smaller, hard-pulling 250 clutch is a much better unit than the larger, easy-pulling clutch found in the bigger Maicos. Abuse the large clutch and it'll go away until it cools off, while the 250 clutch absorbs punishment well.

Starting the 250 is easy, once the rider liberally floods the enormous 38mm Bing carb. Yeh, that's right ... a 38mm carb on a 250cc bike.

Our test bike came perfectly carbureted, unlike other Maicos we've had delivered for testing that were set up overly rich. Optimum jetting for sea level or thereabouts seems to be a No. 30 pilot (35 in cold weather), a 280 needle jet and a 185 main jet. Of course, this'll vary from place to place, but our bike ran with no flat spots and even idled nicely with this combination.

Other than the suspension changes, the biggest improvement has been in the exhaust system. Last year's bike wouldn't run right with a muffler — this one had a Skyway on the end and it ran just fine. We're going to experiment with some accessory pipes later on anyway, just to see what can be extracted from the engine. After all, the 250 radial gets its maximum power at a relatively low 7500 rpm and Maicos can handle 8500 all day long with no sweat. Maybe there're three or four more ponies waiting on top — just begging to be let out? Additionally, the pipe has been reinforced in the areas that usually crack. But some work is still needed on the stinger. Jim Mercer, while testing the Maico, flip-flopped it and the stinger cracked just ahead of the muffler. The factory could save much of this hassle by making the pipehanger mount onto the muffler, rather than the stinger. Take a look at the photos to see how we modified the stocker to live longer.

Maico seems to have put a lot more time and thought into the details of this new model than in past efforts. In the past, we have sniveled long and loud about chintzy motor mount bolts and such, but they seem to have corrected most of these gripes. Nice hefty bolts with locking nuts are



bristling all over the machine. Nothing fell off but the muffler, and the main pipe mounting bolt got loose. That was the extent of it.

We literally took the stock bike out and raced it with not one single modification. Not even so much as an air filter change is required on the new breed of Maico. The superb Twin Air filter from Holland is stock, as is a spiffy new plastic air box.

Overall comfort on the bike is excellent, with the thickly padded seat being a real haunch-fondler. Seat height has been kept low on the thickly padded seat by spreading it over the frame rails. The factory GP Maico we rode some time back had the rider sitting up rather high in the air and took some getting used to.

Bars, controls and position of all hardware was quite natural and most of the test riders liked it as it was. Some felt the bars were too low and forward, but others liked them. Nothing was in the way of legs or feet when standing or moving around on the bike. No kickstarters to graunch, or bolts to rub against ankles, or bulging tanks to flatten your crotch. The tank had a narrow shape at the rear and sloped sharply upward to allow the rider maximum freedom of movement.

#### BITS AND PIECES ON THE NEGATIVE SIDE

And that's all they were . . . bits and pieces gripes. Steel rims should be alloy for the price the machine retails for: around \$1500.

Pegs were not liked by anyone and have a curl on the end that could cut a rider in a fall. U-grips should be welded on the stock pegs for safety and non-slip grip.

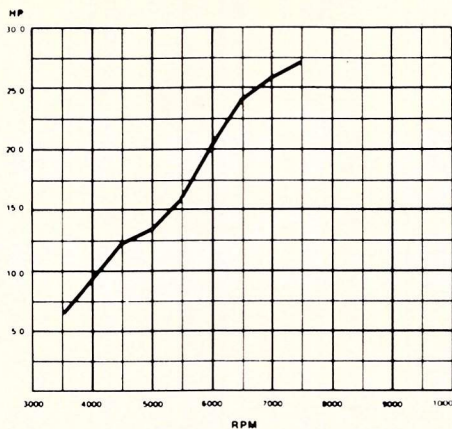
Brake rod spring is weak and comes off. We tossed it away and resorted to rubber bands.

The chain guide roller started to get sawed in half. It should be made of nylon rather than aluminum.

Gas cap wept enough to annoy us. A PMC gas cap does a better job and has a vent hose, too.

We had to put a hose clamp over the rubber boot on the carb or it would surely have allowed dirt to enter and waste a new engine. Oh yes, we also added a fuel line filter because there were fiberglass particles and paint chips visible floating in the gas.

That kickstand is incredibly long



and lets the bike lean over at a ludicrous angle. Throw it away — this is a race bike. If anyone sits on the bike with the stand down, it can exert enough leverage to bend the side frame tube. Seriously.

Early in the test, the rear knobby was making contact with the bottom of the fender. Once we got an hour of riding on it, this was no longer the case. Still, there should be more clearance.

#### BITS AND PIECES ON THE PLUS SIDE

First-rate cables were standard. And levers were top-line items you'd expect to pay premium price for at Cycle Products West, to Old Smilin' Al.

Exposed ignition points mean no flywheel puller required to do a little home tuning. Bosch electrics.

Champion plug is what the factory puts in. Good plug.

Some liked the Magura grips — some didn't. They're small and hard, but don't slip.

Spokes stayed very tight and none broke. Hubs are very light and strong.

Brakes are decent, with the front being the better of the two. Once they seat in and get contoured to the drum, they work better than when new. You might have to take a bit of sandpaper to speed matching up. Back brake squeaked when hot. Water didn't affect either end much.

Metzeler knobbies must be considered at least equal — if not the best — to anything on the market. Just about every pro uses them on the rear of their bikes and many use Metzels up front, too.

#### SUMMATION

We've seen a whole new breed of 250 racers come on the market in the last year or so. While they've all been improving and dazzling the buying public, this one stands out

#### 250 MAICO FACTORY WORKS

PRICE: retail, approx. \$1578

ENGINE TYPE: Two-stroke, piston port

DISPLACEMENT: 246cc

BORE & STROKE: 67mm x 70mm

COMPRESSION RATIO: 12:1

CARBURETION: 38 Bing

HP @ RPM:

(claimed) 36 @ 8500

(actual) 27.2 @ 7500

CLUTCH: Multi-plate, wet (14)

PRIMARY DRIVE: Duplex chain

GEAR RATIOS: 1) 1.99:1

2) 1.52:1

3) 1.23:1

4) 1.0 :1

FINAL DRIVE:

11-tooth countershaft

59-tooth rear sprocket

AIR FILTRATION: Twin-Air, foam

ELECTRICAL SYSTEM: Flywheel magneto

LUBRICATION: Pre-mix

RECOMMENDED FUEL: Premium

RECOMMENDED OIL: Pennzoil

FUEL CAPACITY: 2.1 gallons

FRAME: Double-loop, full cradle, chrome moly steel

SUSPENSION:

(front) Telescopic, 7 inches

(rear) Swingarm, forward mounted, Konis w/Belray oil, 6.5 inches

WHEELS: Steel

TIRES: Metzeler

(front) 3.00x21

(rear) 4.60x18

DIMENSIONS:

Wheelbase: 56 inches

Ground clearance: 8 inches

Seat height: 34 inches

Handlebar width: 32 inches

Weight:

(claimed) 220 pounds

(actual) 231.5 pounds

with full tank of gas

(on front wheel) 103 pounds

(on rear wheel) 122 pounds

BRAKES: Conical drum, aluminum front

SILENCER: Skyway over stinger, loud

SPARK ARRESTOR: No

PRIMARY KICK: Yes

PARTS PRICES (frequently replaced items)

Piston assembly: \$43.00

Rings: \$9.00 (1)

Clutch cable: \$2.20

Cylinder: \$31.35

Shift lever: \$8.50

Brake pedal: \$21.00

Clutch lever: \$4.14

clearly as the best bike you can buy in the class. Regardless of cost. Because the Maico can turn an average rider into a good one, just imagine what it can do to a rider who's already good. Welcome the new King Rat of the 250 class. ❁

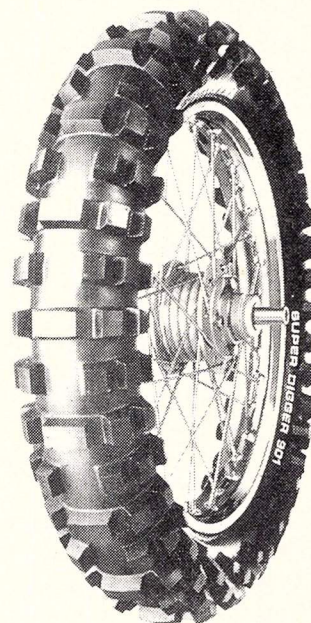


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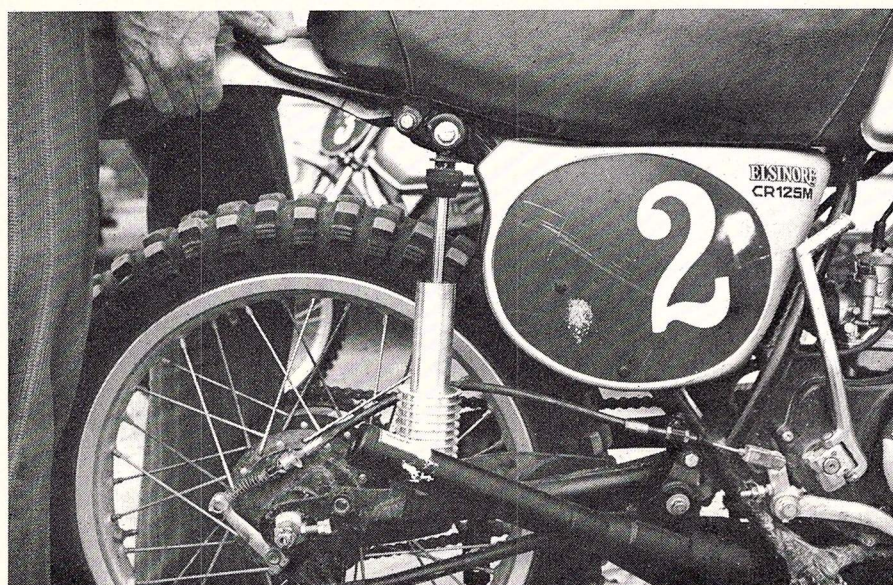
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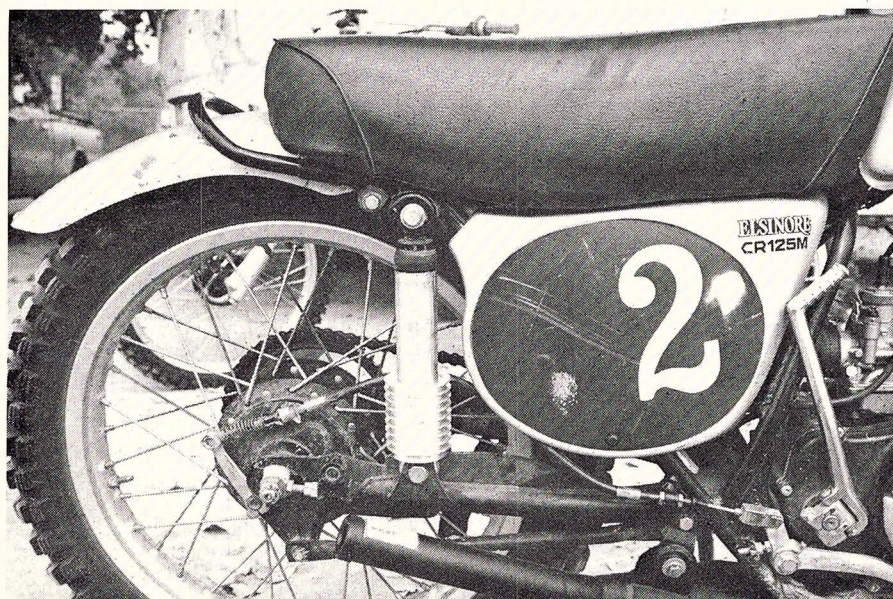


# NO CUT SWINGARM MODIFICATION

A different approach to a Long Travel Rear  
by **CHET HEYBERGER**



The aluminum Koni at full extension and on the forward mount.



Fully compressed this time; note the position of the new mount and the reinforcements along the top of the swingarm. The new mount lets the shock sit perpendicular to the swingarm, making for less trouble at the eyes due to rotation during stroking. At rest, this swingarm lines up the rear axle, crankshaft, and front axle along that mythical, hypothetical straight line.

This forward mounted shock business seemed to explode overnight. One Sunday a couple of shoes showed up with their shocks dangling off the swingarm at all kinds of bizarre angles. These guys then proceeded to blow off the rest of the class. The next Sunday everyone in the expert class had cobby welds all over the rear ends of their bikes. Now even trail riders have torch-fever. Suddenly DIRT BIKE is full of "FMS Shocks" stories. Do this, do that, cut here and weld there, don't forget to tuck this piece in and replace that. Whew! Rumors abound. Next year's bikes are all going to be monoshocks or FMS, they say.

What's going on here?

Everyone stopped trying to get more horsepower; that's what.

Bikes were already going fast enough to frighten anyone. They didn't break that much either. But riders weren't lasting.

Make it easier to ride and you'll go faster longer, they realized. Now we've got a suspension boom. Neat; we never did like falling down.

How does it work? that's easy. Presume you have the right spring rate and rebound damping on your shocks, then to get a better ride all you need is longer travel. But there's a limit to the amount of travel you can get in a shock, and once you reach it, you have to start mounting longer and longer shocks (putting the brackets alongside — or below — the swingarm). Bummer; too many places for things to go wrong. Solution; put the shock on the swingarm up closer to the pivot. Now you get a lot of travel back at the axle, and you don't have to invent a nine-foot shock absorber.

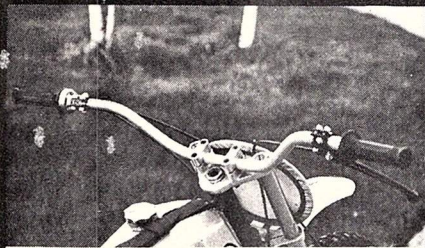
And there's another advantage to FMS setups that's not immediately apparent. The shock may be stroking its normal travel in the normal time, but the axle is flat boogying. Think about this extreme example using a good shock (four-inch travel, compression and rebound in a quarter of a second for our purposes). If the shock is mounted two inches forward of the axle, the axle travels five inches in that quarter of a second. Move the shock up to eight inches forward, and the axle travels seven inches in



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The lab also states that although stronger (i.e., they are harder to bend permanently out of shape) they will deflect more with a given shock. This ability to flex has a shock absorbing affect, eliminating much of the impact transmitted to the rider!

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The above statements apply only to 2024 aluminum, as is used by Inter-Am Bike Supplies, Inc.

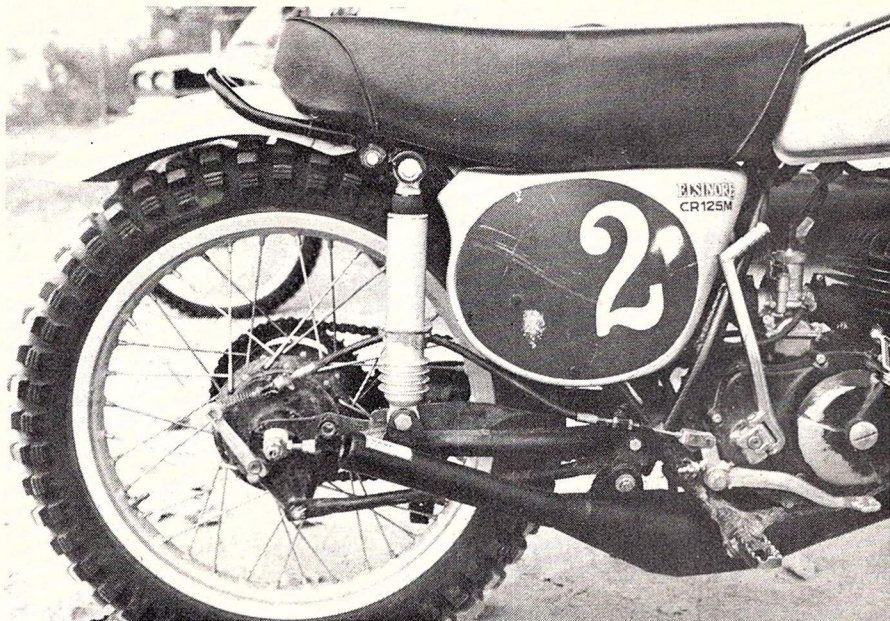
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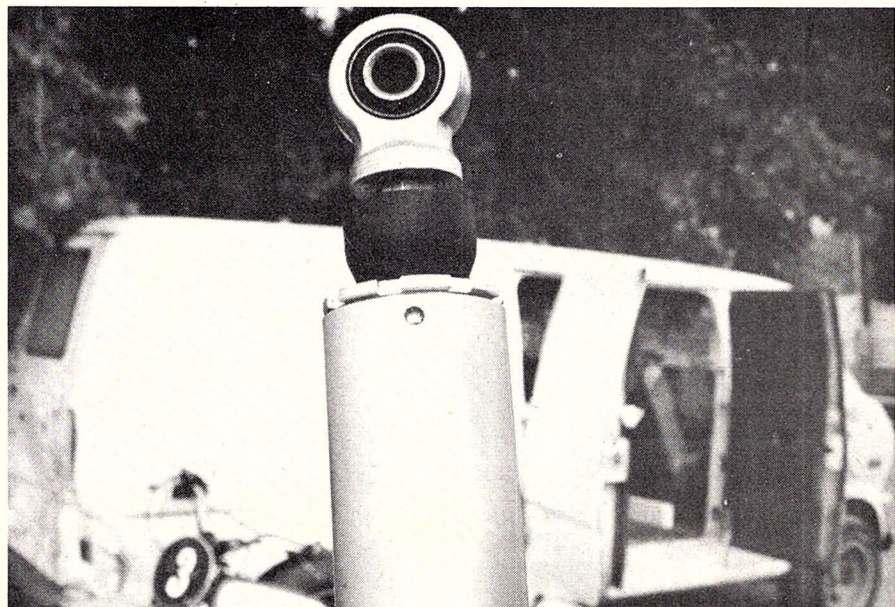


**INTER-AM BIKE SUPPLIES, INC.**

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The longer stock Honda shock lifts the back end. Compare this shot with the preceding photograph. Incidentally, CPW's address is 11900 W. Pico Blvd., West Los Angeles, California 90064, as if you didn't know.



One last thing; a hot setup, too. The CPW folks told us that sometimes the Honda shocks have the threads peened over inside that little hole. Drill it before you try to unscrew everything or else you'll ruin all the threads.

a quarter of a second. Almost double the travel. That's why FMS puts more power to the ground. It gets the wheel back down to the ground where it does you some good, and it does it right now!

OK, you're convinced that FMS is the way to go, short of stealing Pierre's monoshock. But to get one of the good shops to make all the changes, it's going to cost you about \$90.

Ninety bucks buys a lot of six-packs, so when Cycle Products West told us that they could FMS a bunch of bikes at \$29.95 apiece and by mail yet, we decided to check the outfit out.

The scooter they brought out to the track was a CR 125 and just to keep things objective, they showed up with a brand new stocker too. All of us jumped from one to the other to get the feeling of the new shock setup.

We rode the stocker. We rode the modified bike with the stock shocks in the new position. And then we rode the trick one with aluminum bodied Konis installed on it.

The stocker was bitchen'; you all know that. And the trick one with the new shocks was even better. Where the regular CR required standing up for control



over some of the potholes and hoops, this one let you sit down longer. Not all the time, but it was smooth enough with the trick Konis and FMS that the bike was much more stable. It won't ever whack you in the pants, and sometimes just tightening up your thighs and unloading the

suspension was enough to float you through the rough.

Another benefit was the more-power-to-the-ground thing that FMS outfits can give you. It felt like another couple horsepower coming off the line or out of a corner. And this applied to the trick swingarm with either

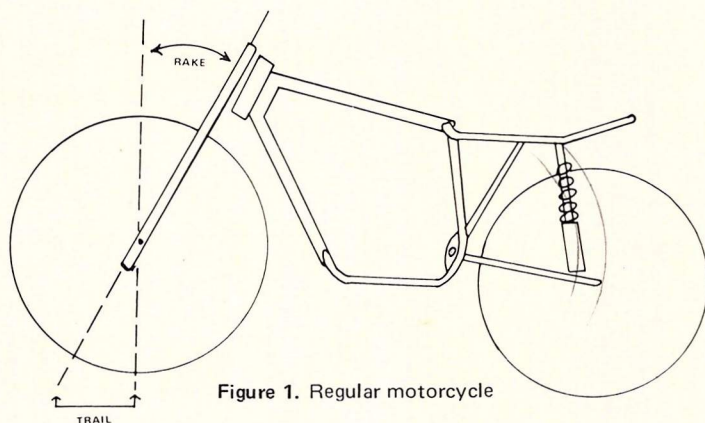


Figure 1. Regular motorcycle

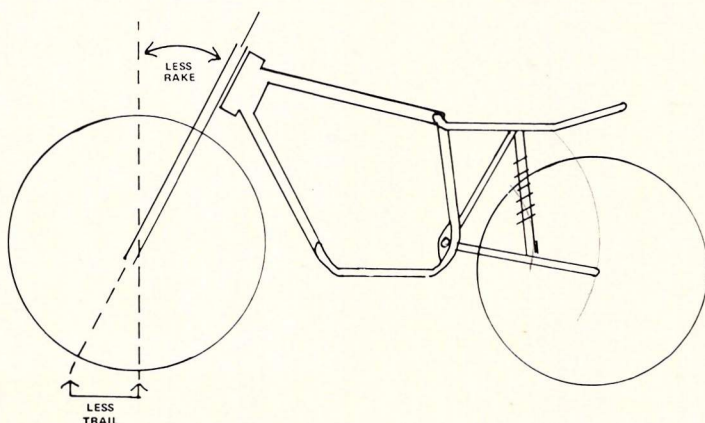


Figure 2. FMS and consequences

#### LEGEND

- A Swingarm pivot
- B Top shock mount
- C Swingarm shock mount (shock compressed)
- C' Swingarm shock mount (shock extended)
- D Axle (shock compressed)
- D' Axle (shock extended)

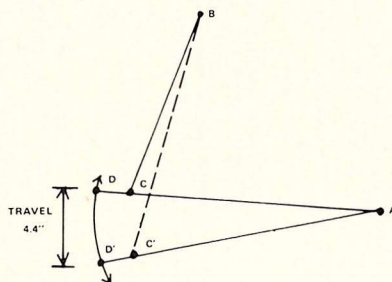


Figure 3. Stock CR125 setup

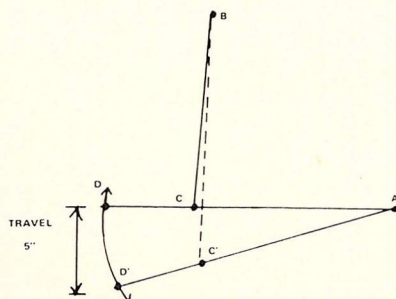


Figure 4. Stock CR shocks, mounted forward

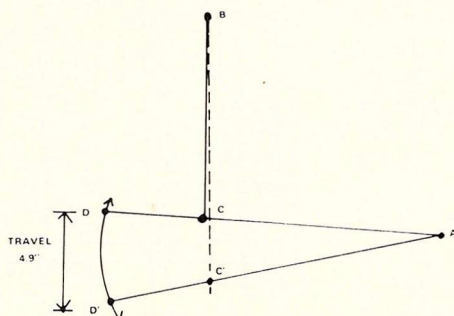


Figure 5. Shorter shocks, forward mounted

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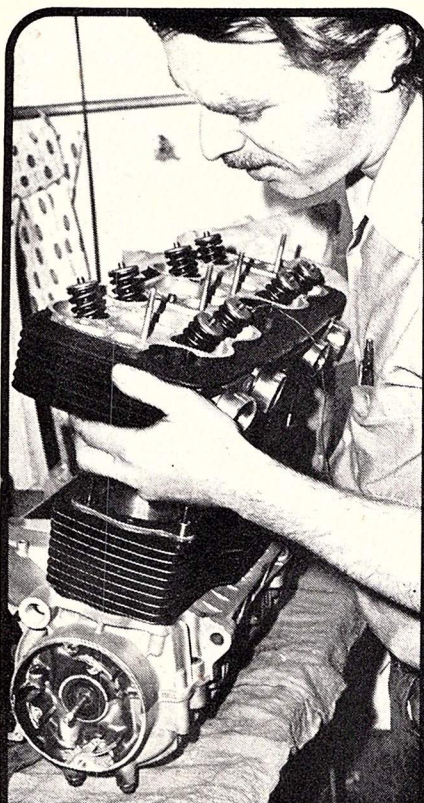
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the stock Honda shocks or the new Konis.

But cornering changed with the FMS swingarm. With the Konis on the bike, the front end seemed to stick better than stock. With the stock shocks mounted forward, the little Elsinore felt more like a skittery Bultaco than anything else. It would slide. It *wanted* to slide. It was fun; as a matter of fact, it was a gas, but it sure wasn't the fast way around the track.

This happened because the long stock shocks lifted the back end of the frame and consequently tucked in the front. Look at Figures 1 and 2 to see what we mean. Anytime you try to stick too big a shock in between the swingarm and the frame, it lifts the back of the bike and decreases the rake and the trail. The pros always cut their bikes' frames or change the triple clamps when they've messed with the back end so much that it changed the front end's geometry.

We also gave you three more figures to examine and feel scientific about. For those, we just showed the shock positions and the Cycle Products West swingarm with both the CR shocks and the shorter aluminum Konis. No changes in the attitude of the bike are shown. Too much drawing for editors that are barely competent with a yardstick. At least all these figures show you the travel you can get with the various combinations.

Now you probably would like us to write some kind of summary and reach some conclusions. OK, if you send Cycle Products West your swingarm and about 30 bucks, you too can FMS your Yamaha MXer, YZ, or enduro, your Honda two-stroke, or any dirt Suzuke and Kawasaki. And if you don't mind changing your bike's handling, it's a good deal.

But if you're motocrossing your scooter and you've got it and yourself all sorted out, the CPW swingarm is actually going to mess up your racer unless you also go out and buy shorter shocks with good damping and travel. (That all means "expensive.") Of course, if that's what you intended to do all along, by all means go out and make those guys rich.



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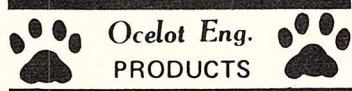


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### CHECKPOINT

Cont'd. from page 6

partnership; somebody is always putting out more than the other guy. Al and Dick accused him of saying that because he'd done more than his partner, Dave Hetzler. "Nonsense, Dave helped me wind the lighting coils." More laughter since this Baja didn't run at night at all.

Before I'd let them wander, I wanted to know how they divided the course up — how did they decide who rode first? Dick said that he let Preston ride the first, harder part of the course, and made him promise to get the bike in. "Preston swears he'll go as fast as he can and still let it survive." Is it the strategy? To let one guy ride 90-percent and then have the second guy try to win it? Al thought it almost had to be that way: "If there're two destroyers on the bike, it won't make it. But you have to go as fast as you can, wherever you can — or you just will not win." Then Dick changed his mind: "Now that I think about it — well, you know that Preston used to ride flat-out. Nobody could touch him. (Murmurs of yeah, wow, you're right

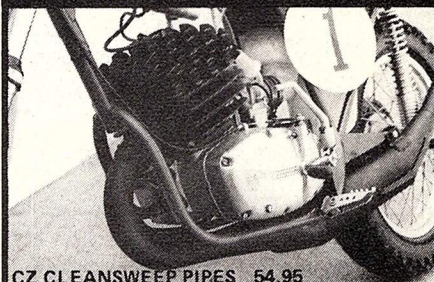
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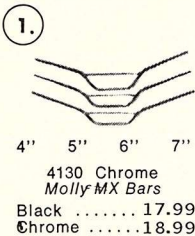
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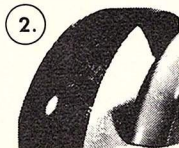
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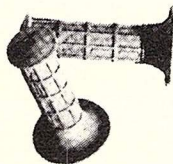
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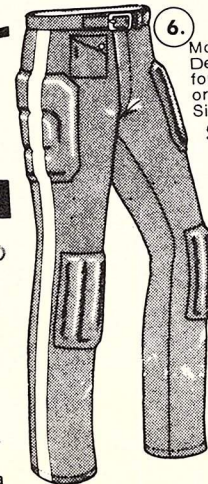
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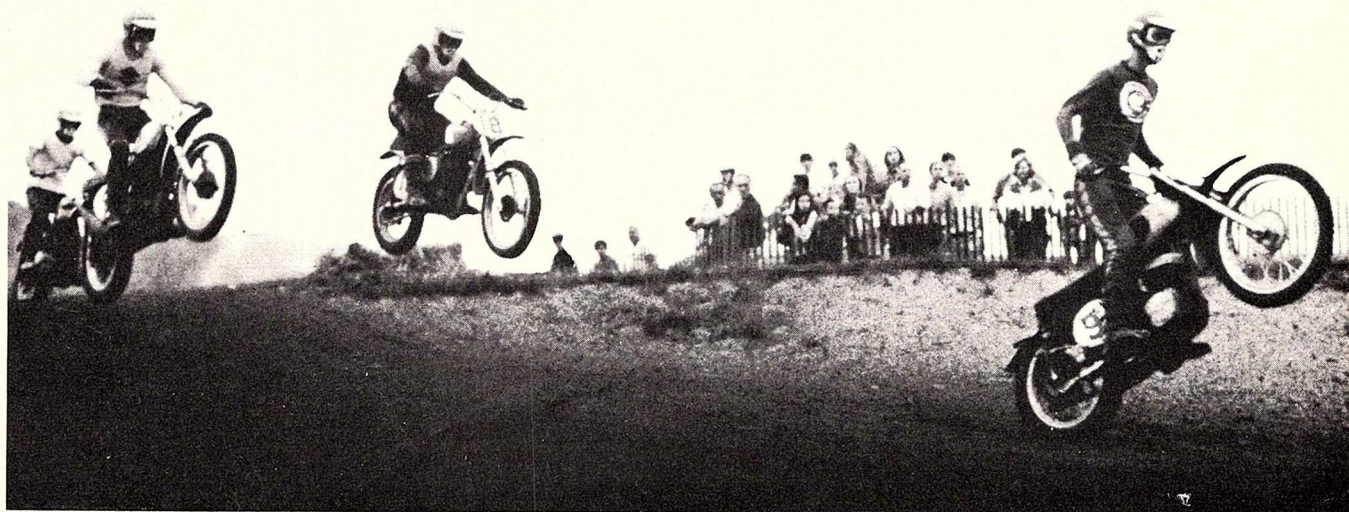
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A black and white photograph of a baseball cap, likely a Florida Gators cap, with the word 'FLORIDA' visible on the front.

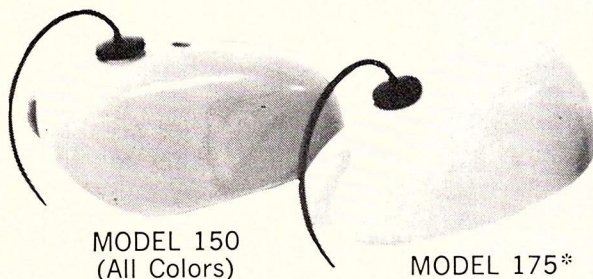


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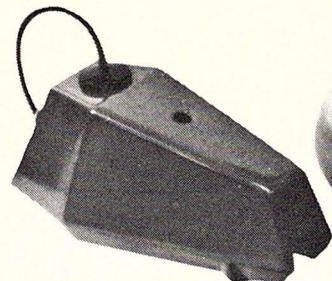
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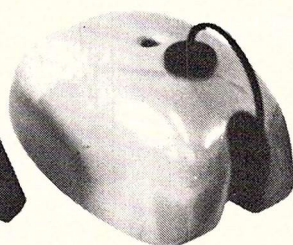
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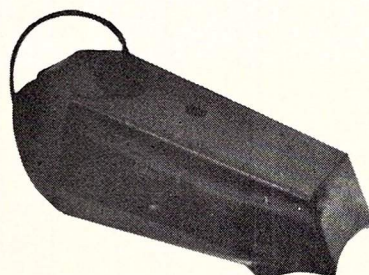
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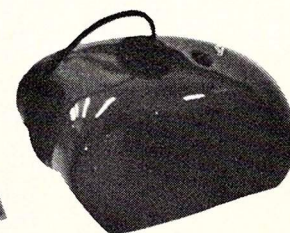
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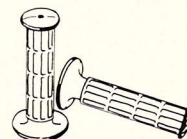


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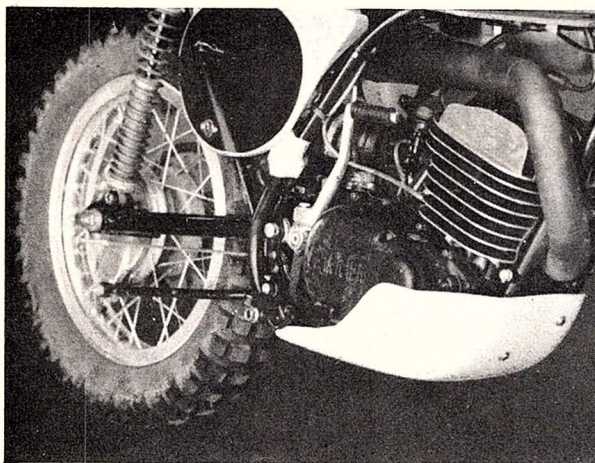
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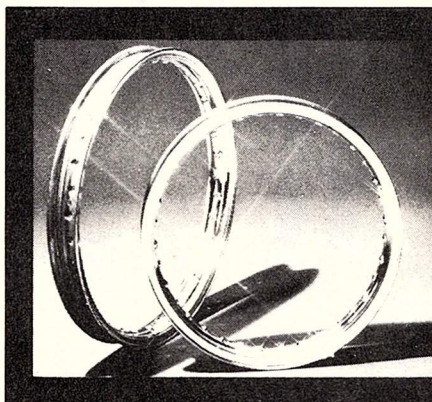
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gets \$6000, and Dick and Preston won \$2000 for their 125 win in last year's NORRA Baja 500. "But Mickey pumps in the contingency money — he really promotes, which is something NORRA needed," Al said.

Their other gripe was about not racing at night. They felt that the darkside racing lent the Baja an international air, making the racers feel more like they were competing in an event with the equivalent prestige of something like the 24 Hours of Le Mans. Dick insists that the night riding made the event more exciting: "The sun would go down — and the whole race



Preston and Dick contemplate the beer can duct-taped to their machine.

changed. People would get lost. Things would happen in the night. It made it more of a survival race: man and machine against the desert. Rather than being just an out-and-out motocross down the fireroads. And I liked that." Al said that it made for more suspense, waiting at the checkpoints, hearing a bike, seeing a light bouncing out there, not knowing who he was until he pulled in.

How come no nighttime racing? Dick had asked Mickey Thompson, who had decided that night running was too expensive for the privateers. "Come on, Mickey, you're charging \$350 entry and a light costs \$25. That's a minimal expense."

Al and Dick also admitted that besides being part of the mystique, part of the legend of Baja, having half the race in the dark lent even

*Continued*



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more weight to good preparation. That led me to ask them to estimate how many hours went into prepping a Baja bike. Dick said at least a hundred and Al laughed and asserted that the number was low because Dick and Preston's CR 125 Honda had already been set up for the last 1000. Baker guessed that he'd spent a minimum of 300 hours on his fresh CR 250. Lee embarrassed himself with an estimate of 75 hours. They hissed him as a lowly privateer and uninitiated first-timer.

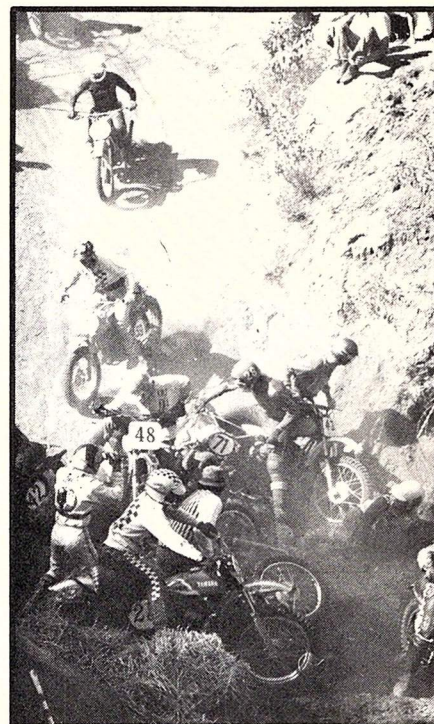
That prep time they're talking about doesn't include pre-running the course. Lee had gone down to



Al Baker led the race in the early hours and loved it, especially the flat-out sections along the beach.

Mexico the weekend two weeks before the race and returned again during race week. Al went down several times too, and Dick and Preston spent several weekends either riding or flying the course. Dick even got caught in a flash flood: "I rode that course for a week. And the weekend before the race I rode down to Camalu. It was 107 when I got off the pavement, and in the mountains it went down to 60 degrees; then a thunderstorm started and I ran for three hours in the mountains in the rain. When I got to the high plateau at Valle de Trinidad — I was just into town and a wall of water came at me that was about 3½ feet high and about two blocks wide, cutting the town right in half. I just hooked it, got up on the highway construction and it came right through. For three hours, I sat there and watched that water flood the entire valley." Whew, several times, from every-

body. Thinking about the eating and the motels necessary for pre-running, the cost of building the bike, the enormous amount of time and knowledge it takes and the high entry fees, I asked if all that didn't tend to eliminate all but the most



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serious of the racers. Dick says it doesn't: "People come from all over the United States to take part in this event. There're people who just tootle along during the race, just to have been part of Baja. Hey, just about anywhere in the country — if a guy does a little promotion — he can get a sponsor, an ice cream company, a carpet business, a shoe repair shop. They want to be able to say, 'I raced Mexico; I raced Baja!'"

Do these people get cooperation? Lee said yes, to a point. He got a discount on gas cans from Cycle Products West, and got help from Motocross Brake Service on preparing the bike. They gave him



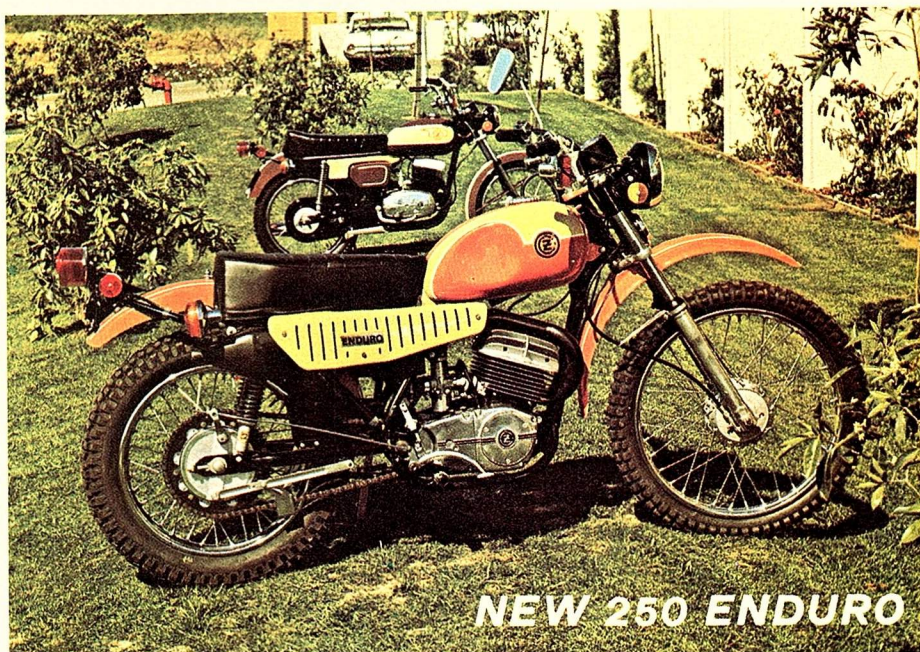
Lee said he promised Dave not to fall before he got out of Ensenada. He made it, and one mile more before he dumped it.

tires, retread knobbies. "To this day, my partner Dave thinks those tires are Barums." Of course, it's different for Al and Dick; they are known; they have had the experience of ordering something from a company like C.T. Alloy or Webco and having the company refuse to take payment for the merchandise.

Still, racing the Baja is expensive. There are so many little details you don't consider until the time comes to lay out the money. Lee mentioned spending \$80 just for gas cans, three of which he got back. That started another story; seems that Dick took ten steel cans to the SCORE race in Parker and got back four of them; "... and I'm there at the 500 rider's meeting and Mickey Thompson is holding up a can as an example of what he wants for the checks, and I look at it and it's my can and I yell 'Hey, you SOB, that's my gas can! Give it back.'" The three of them break up over that story.

In the pause right afterward, I asked the experienced pair how many Baja races they'd run. Turns out that Dick and Al had been partners for one 1000, which naturally prompted another story. As Dick

*Continued*



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tells it: "Al has run a lot of the races — that's the trouble with Al, he's been racing so long that everyone thinks he's an old man, and he's really only 16. (He's actually going to be 23 shortly.) He was racing before I was — 14 years ago — we ran the 1000 together . . . and everybody said Al Baker would never get the bike to me. He got it there, in good shape too; I mean, he passed *everybody*. I took the bike and got it up to fourth overall. I was running along in fourth place and the wiring started disintegrating, inside the insulation. Then the expansion chamber broke in half. And then finally, that Puch quit on the pave-

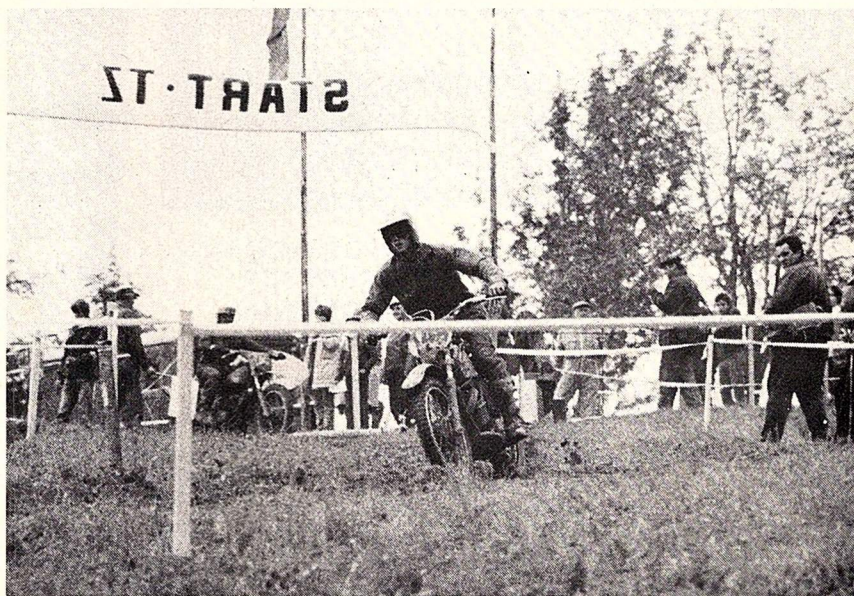


Later Preston and Dick had to contemplate how to duct tape their mag flywheel back on the crank.

ment about a hundred miles before La Paz. I could start it up and it would run so slow that the gearing would jerk. I'd ride down the pavement looking like some Model A, bucking and jerking. But I made it, though, plunking to the finish line — everybody could see me, they were laughing and all — and a 125 Husky — oh, Dunford, I think — passed me when I was like a hundred feet from the finish line and he beat me by five minutes."

Incredible amounts of amusement followed that story and I realized why they went back to Baja each time. Sure they're interested in the prize money, but when you listen to them, you know it's not the cash that brings them back. It's all those little tales, episodes within the Baja legend, another of the scenes and tableaux that no one will ever succeed in collecting for one volume. I asked Lee if he envied the others for their stories of nine Baja races past; he said, "Yes, but in my one race, I've already got enough stories to last me until . . . well, until November and the 1000."

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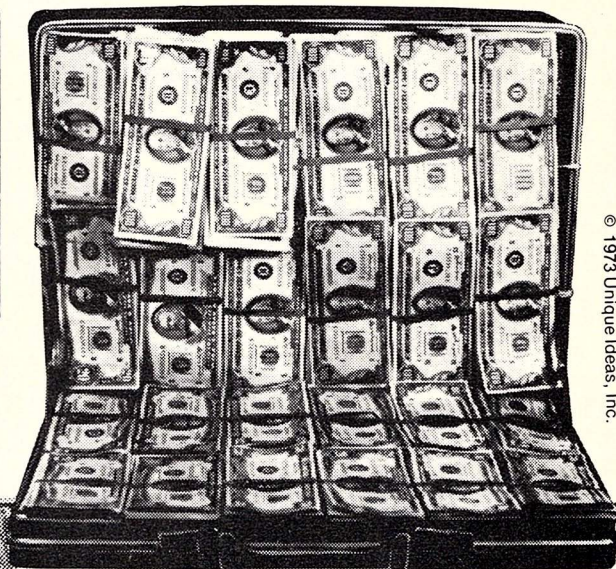


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I've proven this to be true despite the  
fact that I was born poor and barely  
squeaked through high school. I still  
made a fortune in just a short period by  
making the right moves and I'll show  
you exactly how I did it.

But why am I so anxious to reveal to  
you my secret money making method?  
Surely there's more to it than because I  
enjoy helping others share in the rich  
good life as I have but frankly I expect  
to profit at least two hundred thousand  
dollars, maybe more, from the  
publishing of these ads in nationally  
famous magazines and newspapers.

## STOP WASTING PRECIOUS YEARS

I should know, I wasted more good  
years than I care to remember, before I  
finally discovered the secret of making  
money. I stayed up to my neck in debt,  
bounced around from one eight hour  
dead end job to another. Just working,  
waiting and wishing for a great fortune  
to fall in my lap. I got married, became  
a proud father at a young age. I worked  
in a toy factory for a short time and  
peddled cosmetics from door to door,  
but everything I tried my hands at failed  
because I didn't know the right moves  
to make. This only happened to me  
twelve years ago. No doubt there are  
millions who are suffering this  
agonizing torment now.

## REVEALING: THE RICH MAN'S SECRET MONEY MAKING METHOD

It's true that most rich persons keep

their money making secrets to  
themselves, seldom sharing it with  
others, but fortunately I met several  
unusually fair minded rich men who  
were so impressed with my ambition to  
get rich that they agreed to teach me  
the secret money making techniques  
that their many years of making  
millions had taught them, providing I  
would virtually work for them at least  
one year. I eagerly jumped at the  
opportunity to gain this valuable  
knowledge and said yes to their  
generous proposition. So for one year I  
listened and watched very closely, until  
I learned from A to Z how these  
financial wizards made thousands of  
dollars every single day. I'll always be  
most grateful to these men for teaching  
me their fast and easy money making  
secrets. It didn't even matter that I was  
practically penniless when I first put  
these methods into action.

## SUDDENLY IT STARTED MAKING MONEY FOR ME

At first it was unbelievable ... I paid  
off all my bills and my wealth  
continued to multiply. Huge sums of  
cash poured in so fast that I was forced  
to employ a full time bookkeeper and  
retain a corporation attorney, account-  
ant and tax expert to help manage my  
prosperous financial affairs.

We had investments, property,  
stocks, money in the bank and can  
afford most anything we want. My  
family and I enjoyed our wealth and  
success. We were very proud of our  
accomplishments and it was our secret  
of making the right easy moves that  
made it all happen.

## THIS IS YOUR CHANCE DON'T BLOW IT

It's a better chance than I had. If  
you're really serious I'm willing to share  
my secret. Surely I can afford to give it  
to you free of charge, but I won't, why  
should I give you something for  
nothing? Instead I'm going to ask you  
to send me ten dollars for sharing my  
secret. What's more, I want you to  
know that I intend to make a fair profit

from the information I mail you, why  
not? If I can show you how to make  
more money than you ever made in  
your life why should you care if I make  
a profit? Remember what I'm giving you  
for only ten dollars cost me 12 years to  
master. Even more important you get  
certified and documented proof beyond  
the slightest doubt that my method can  
make a fortune, this is why I can offer  
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guarantee possible!! A guarantee so  
incredible that you'll probably think it  
sounds too good to be true.

## UNUSUAL \$1000 GUARANTEE

This is a legal and binding  
guarantee from me to you. The  
information I'll send you can  
actually put thousands of dollars  
in your pocket. But this is my  
pledge to you, after just 10 days  
if you don't agree my secret  
method is worth at least \$1000.00  
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send it back and I'll rush a full  
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dent. You can enjoy those luxuries  
you've always dreamed about, but  
never could afford. Sound impossible?  
But it's not, you only need a serious  
belief in my proven method, very small  
capital and enough ambition to give it a  
try. Remember "nothing ventured  
nothing gained" and there's absolutely  
no way you can lose.

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hundred dollars a week in my life until I

made 2 thousand dollars the first  
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method. I'm glad I took a chance." Sincerely, Ed K., N.Y. You can easily  
learn what I taught him and now his  
money worries are over, so why not  
take advantage of this rewarding  
opportunity. Any news of good fortune  
travels fast, already thousands of just  
average men and women have  
benefited from my concept, you will  
too. But I will not promise you'll make  
as much money as fast as I have, yet,  
it's possible you'll make a lot more  
even faster.

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your back to make ends meet and start  
using your head to get easy riches. If  
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## ASK EXPERT

Cont'd. from page 24

hills until I canded the trials pattern tire and replaced it with a 3.50x18 knobby. There are a number of good ones; Cheng Shin, Trelleborg, Metzeler, to name a few. All of these will improve the climbing and cornering ability of your machine. Make sure you don't go bigger than 3.50 though, there is not much tire clearance back there and a 4.00 knobby would hit the fender. Obviously, I have my fenders on the machine. A high mount fender is quite useful, in that the front wheel does not lock up with mud like it does with the stock low mount fender. Try a knobby on the front also. You might try putting some 14-inch Arnacos on the back, in that the stock suspension is quite soft. At the slower speeds that the TL125 is capable of, the Arnacos should hold up quite well. Plus, I don't know of anybody else building a shock that long. If you are really sold on the Bridgestone, contact Cycle Parts Distributing, Inc., 1428 E. Douglas, Wichita, Kansas 67214 for information on ordering them.

## TAKE THE BLONDE

I enjoy your column and your products immensely. My only complaint is that your column is not long enough. I am going to buy a new bike. I will use it for Eastern enduros, cowtrailing and hare scrambles. I am considering a Husky WR 250 or 360 and the Yamaha 250MX or 360. My question is, which bike would be the most reliable and would require the least maintenance, or is it pretty close; and does the Husky handle that much better than the new Yamahas? I would also like to know what can be done to get more bottom end out of the Yamaha MX bikes. Are the enduro and MX cylinders interchangeable for 1974?

Mark Noble  
Atlanta, Georgia

Thanks for your comments. I do not have enough time to answer all the good questions that are written and if I did, I don't think the magazine would have enough space to print them.

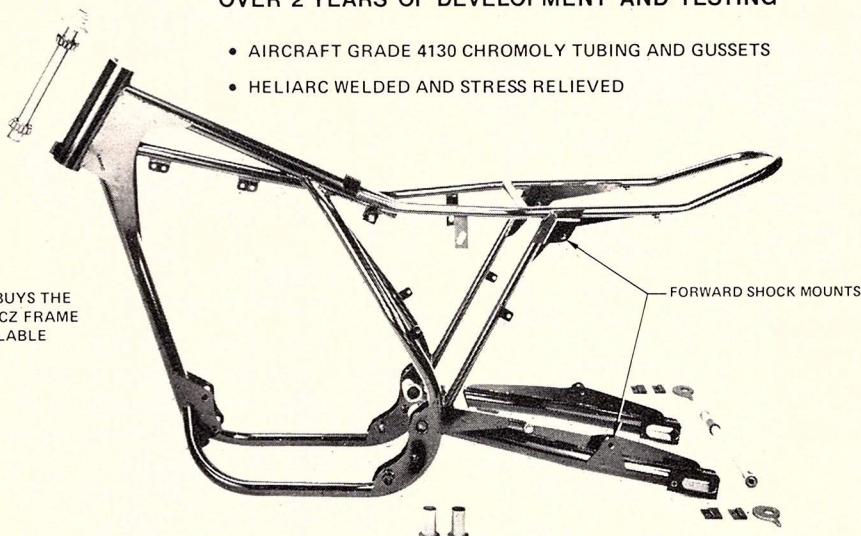
Cont'd. on page 93

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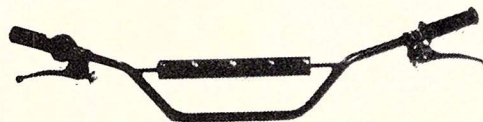
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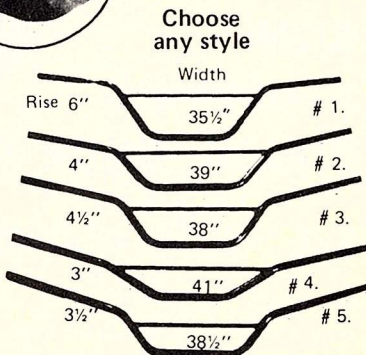
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### FROM SADDLE Cont'd. from page 8

wet and smelly on hot days like this. Nosirree, insist on new Ultra-Ban with Wunda-puff, the racer's edge. Keeps you dry, keeps you safe. Let's wander over and talk to John DeSoto, the Flyin' Hawaiian. John, how's the Dole's Special running today?"

"Swell, Keith. Our mechanics have stayed right on top of the machine and it's in perfect shape. But even more importantly, Keith, I keep my body in great shape by drinking lots of Dole's Pineapple Juice. As you know, Keith, Dole's gives you natural energy with great taste. Good and good for you, like

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we say in the islands."

"Hey, that's right, John. And while we're at it, where can the folks pick up on that fine line of Dole products?"

"Just about any supermarket or bike shop, Keith. Just look for the bright orange knobby on the can."

"Great talkin' to ya, John, and lotsa luck today. Now, let's go back upstairs — way upstairs — to Bud in the Barum Blimp. With Bud is world-famous journalist George "Comrade" Wegner, with some interesting comments about the track. Bud?"

"Thanx, Keith. Well, George, it looks like a tough, tough track out there. How do you think the bikes will hold up over famed Chef Boyardee Double Jumps? It sure made spaghetti out of that last batch of bikes during practice."

"Well, the CZs should hold up just fine, Bud, but I'm not too sure about all those other bikes. And that's one of the reasons I ride CZ products exclusively, Bud. They have that certain ability to take a licking and keep on ticking. Just like this Timex watch I'm wearing. By the way, Bud. During the race, a Timex watch just like the \$19.95 Sportsman Waterproof I have on right now will be strapped to the front end of a Maico — which should give it a real pounding — and at the end of the event, we'll take a peek, and I think we'll see a still-on-time Timex. Yessireee, tough and rugged Timex watches are the choice of champions everywhere, just like CZs."

"Interesting note, George. But what about the Sparklett's Water Hole? How do ya think the riders will fare through that wide, deep trough of clear, fresh, dechlorinated and good-tasting water?"

"Those riders who have on their Sta-prest Farrah riding apparel should have no trouble. Remember, to ride your best, you have to look your best. Right, Bud?"

"You bet, George. Now back down to the track and Chet Heyberger at the Budweiser Tech Inspection Booth. Take it away, Chet."

"Huh? Where is that voice coming from? Go away. Pop-ffssssh. Glurb, glurb, glurb, glurb. Brrrraaaaapppp!"

"Maybe we ought to check in with Monty Hall down at the starting line instead. Monty? What kind

of a deal are the riders facing at the all-new, rust-free Corningware starting gate?"

"Bud, all these riders will be assured the finest in starts with the new No-stick surface from Corningware. No wasted knobs here. Like the saying goes, Better Starts with Teflon Parts. Some of the riders appear to be quite nervous, Bud. I wonder if they know about new AMA-approved Compoz? That's C-O-M-P-O-Z. It's guaranteed to get rid of those pre-race jitters. And for you speedway freaks out there, try new Competition

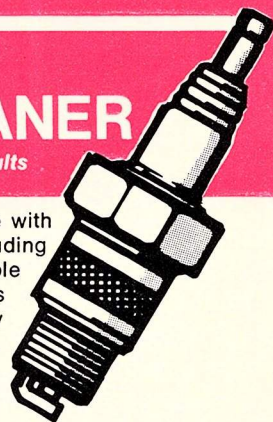
Compoz. Twice as strong at twice the price.

"Just a moment, Bud, the race is about to start. The riders are lining up on the Herculon starting grid and the Black Flag flag — for the best in insect control — is up. The tension is building as they await the start . . . tension that could be caused by ill-fitting shorts. A problem you'll never encounter with any Fruit of the Loom product . . . the flag quavers and the gate is down and the Third Annual Smuckers Peanut Butter Cup is off and running."

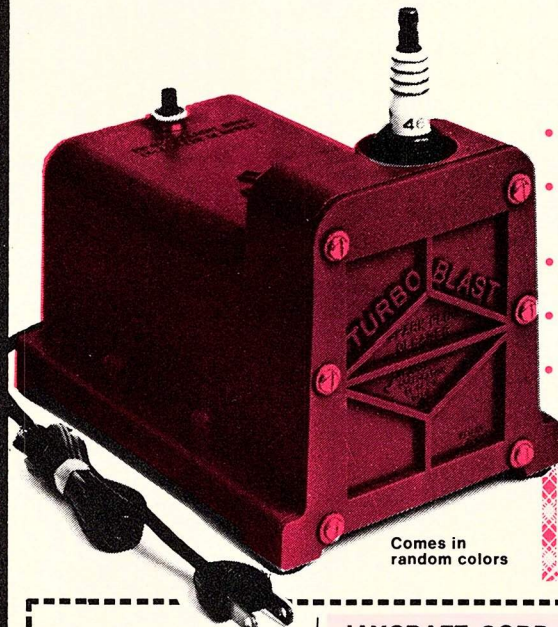
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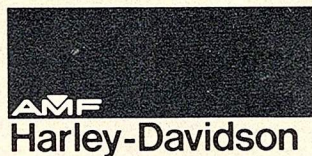
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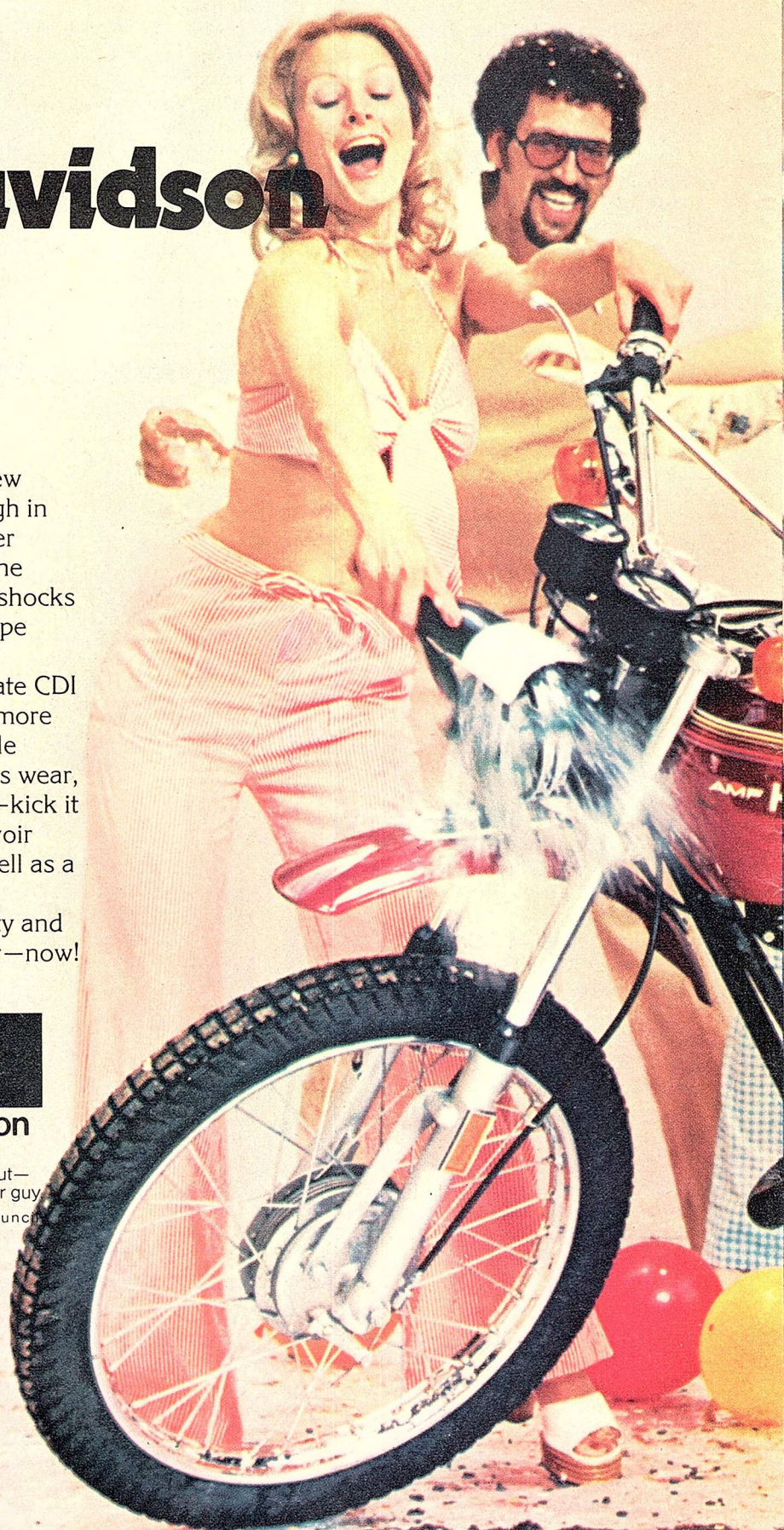
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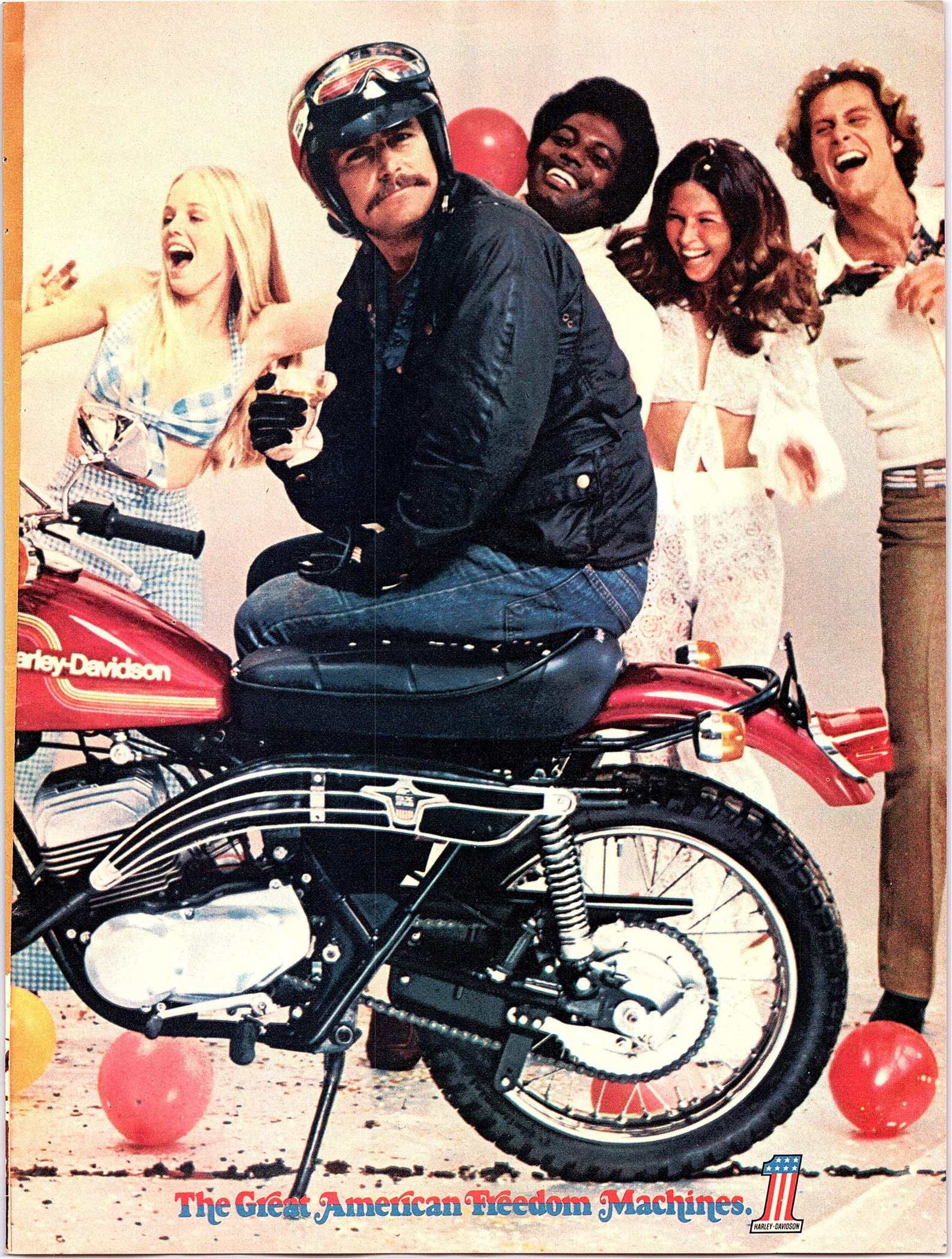


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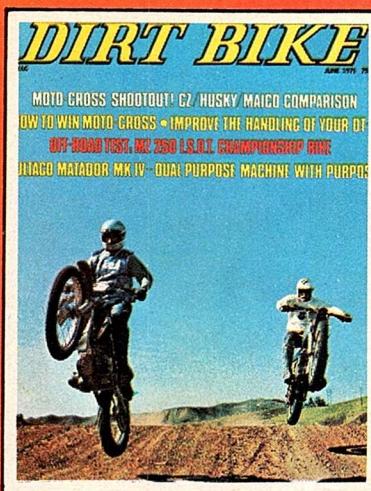




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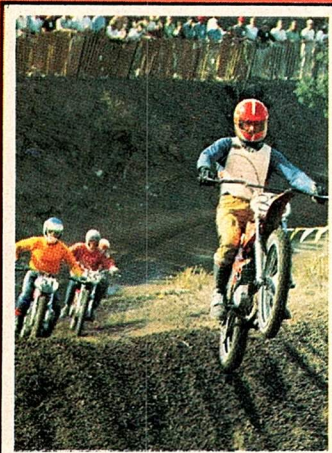




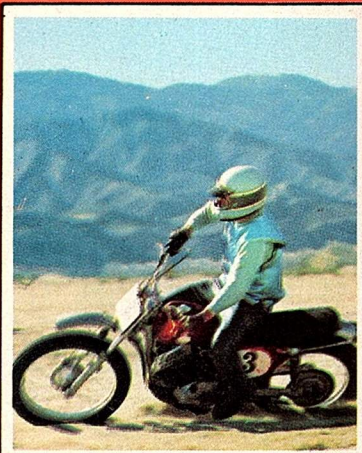


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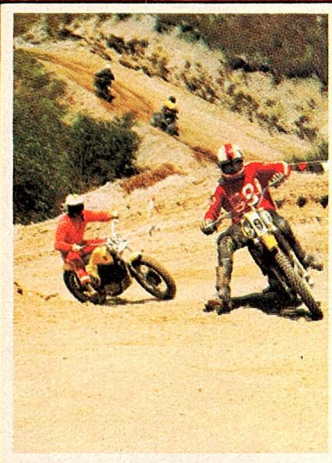


2. ACTION AT THE INTER-AM

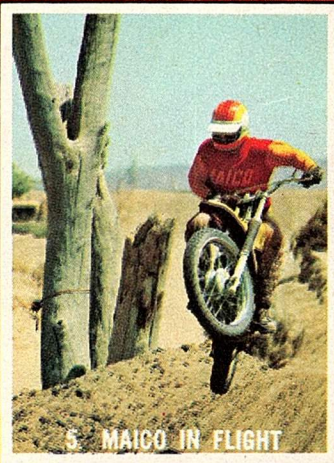


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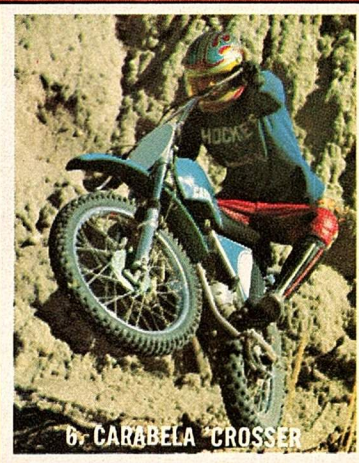
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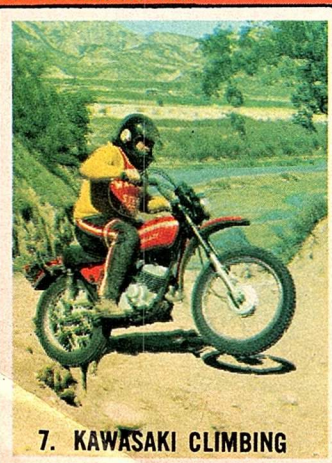
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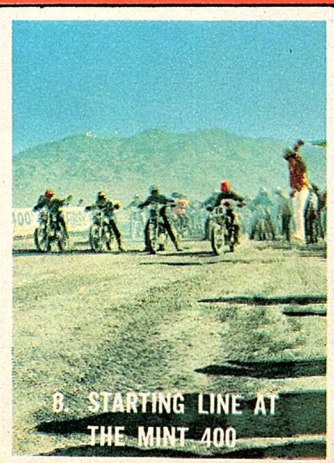
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## ASK EXPERT

Cont'd. from page 87

Besides, Rick gets mad when he has to shorten his column to make space for mine. Besides that, not many people would want it that way. For your type of riding, I would suggest the Husky WR over the Yamaha MXs. You could run the Husky pretty much right out of the crate. The MX would require some screwing around with, but it's less expensive for the initial outlay and you would probably wind up having more money in it if you had to buy the modifications outright. You might find some dude with whom you could swap your MX cylinder for his enduro. But make sure you have that set up before you buy the MX. The smaller carburetor and the extra flywheel will help broaden the power on the MX, if you elect to get it. It would be interesting to see if you could promote a deal with your dealer to pay full retail for the Husky and have him pick up the tab for Rolf Tibblin's "How To Ride It" school. That would be pretty nice to have him sell you a bike, and then have them spend a week showing you how to ride it.

## STILL MORE AIR LEAKS

My friend has a Rickman (with a 125cc Zundapp engine in it), and we have worked and worked on it. The problem is that it tries to go by itself. What I'm saying is, that when we start it, it idles then starts whinning out, like it's running out of gas, then comes down to an idle again. It does this over and over again. We've tried almost everything to fix it. First we thought it wasn't getting enough gas, so we made sure the tank was full. Then we checked the petcock and fuel line, and everything was fine there. Gas would come pouring out of the carb, so we checked inside. Nothing looked wrong, no water either, but it would still do the same thing. So, we went to the carb again. We raised and lowered the float, jetted it rich and lean, checked the needle valve and needle. We went so far as taking the Bing off and replacing it with a Mikuni and still the same thing, even worse. We cleaned the air filter and pulled the top end off; nothing wrong. The timing was



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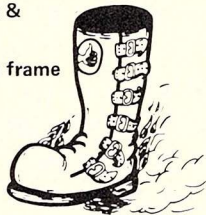
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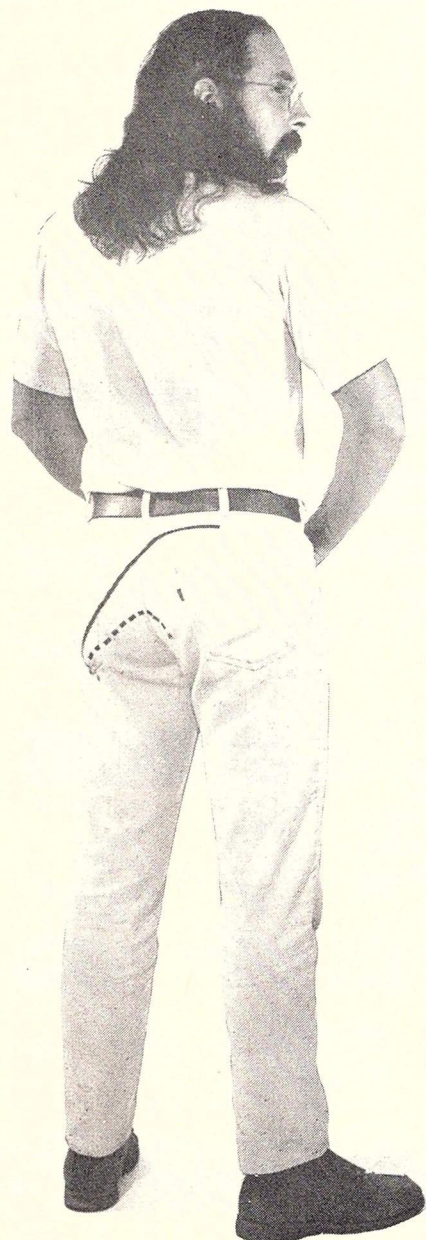
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perfect and we used new spark plugs. We think we have checked everything. What can be wrong! Please answer soon before we throw it away.

Robert Copeland  
Ventura, California

*Obviously, after changing all the jets and carburetor, it's not in the carburetor. What is happening is, air is coming into the crankcase from some other place. Either the cylinder base crankcase seal is leaking or the lower end seals are leaking, which is probably the cause, or the piston is badly wiped out and creating some blow-by. Assuming the piston and cylinder and rings are in decent condition, split the crankcases and put in new seals. I know it's not easy, but that should fix it. Incidentally, you will probably have to bring the jetting back to what it was stock, after you have corrected the problem. The change in jetting to try and make it run good with a leaking crankcase will only make it run worse once the leak is stopped.*



## Bassani's Dyno Facility

Other pipe builders may try to dazzle you with flashy dyno charts that show fantastic peak H.P. at wide open RPM, but don't be fooled. That doesn't mean you'll pull the next gear change, or come out of the first turn first at the track. Only the ability, skill and experience of Darryl Bassani himself can build a Bassani exhaust system—the system that *totally* performs.

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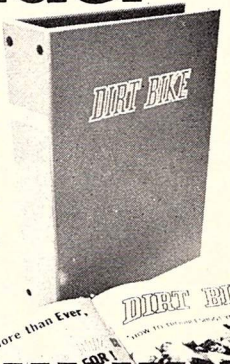
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## BITS & PIECES

Cont'd. from page 11

DOT (Department of Transportation) requirements. It'll say on the helmet which standards it meets, and they are different. The DOT requires padding to prevent you from getting a headache if you fall slow. The Snell helmets use firmer padding which is designed to save your head in a hard crash. We and the folks from Bell Helmets that we were talking to think you're better off with the firm padding; who needs a helmet designed for 13-mph crashes?

Why don't you let the DOT know (through your congressman) that you'd rather have a headache than be dead?

\* \* \*

Here's some hot info that'll make some of you wonder how you were able to live a seemingly normal life without knowing.

Some months ago you guys tested the CZ Enduro 250cc. You didn't like it, so I bought one.

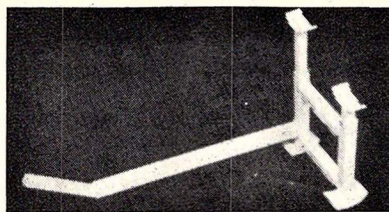
I love CZs and have been running them for the last four years. I figured that anything that I can buy

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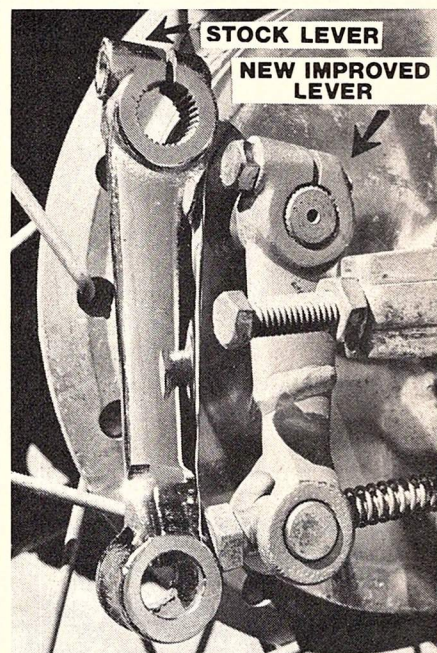


this much of, that's CZ, I've got to have. Most all of the parts are interchangeable with the motocrosser. Since you gave it such a good test review, my dealer almost paid me to take it. I mean cheap.

The hot setup that I found is to replace the carb slide with the old 32mm carb slide. I also use the 33mm needle. As you know, there is much more that you could do, but I believe that this is the single biggest "stock" change that can be done to improve the machine. Pass it on.

Richard Fay  
CZ lover

\* \* \*



Here's another remedy to the "lock up or nothing"-type rear brakes found on some Yamahas. After falling enough times to know that he should know better, Carl Wilcox sat down and took a real good look at his rear end. No, make that his bike's rear end. Then, genius struck. He took out his hacksaw and cut an inch and an eighth out of his rear brake lever. Just enough so that the brake rod doesn't rub on the frame. A trip to his local welder and it was heliarced back together. He gave it a couple of coats of aluminum paint and reinstalled it.

\* \* \*

The City of Phoenix Recreation Dept. has opened the Deer Valley Cycle Park. It's a 240-acre fenced area completely funded and staffed through the city on land leased from the State of Arizona. The ter-



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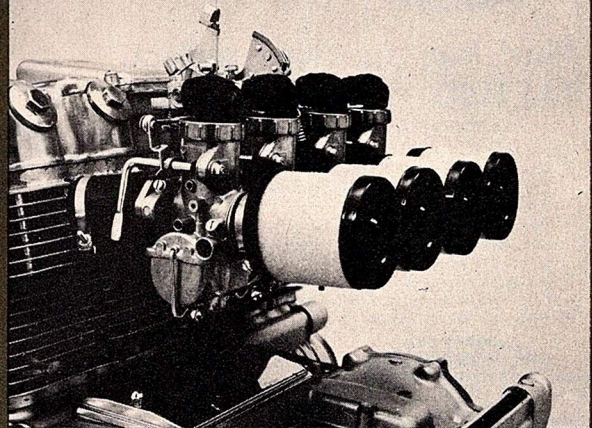
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rain is varied from washes, flats and knolls to two large hills approximately 120 feet high. Deer Valley has provided a close-in location for hillclimbs and scrambles events. Other added areas include a half-mile oval and a mini bike course. Work on a motocross is in the planning stages. A \$1.00-a-day fee is charged per cycle in an effort to make the park partially self-sustaining. For additional information write or call Keith Talley, 2700 North 15th Ave., Phoenix, Arizona 85007; (602) 262-6725.

\* \* \*

On a small hill just outside the city of Campinas, in Brazil, there stands a humongous model of a Singer Golden Touch-n-Sew (sewing machine). It's a good 14 meters in height, just sitting there on top of this grassy green hill. Quite a sight.

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\* \* \*

Joseph F. Ambrose has a hot tip concerning the project Yamaha

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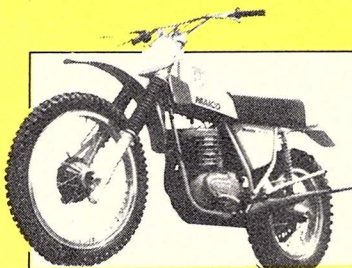


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diagram for venting forks. It seems that after venting his, they pumped oil out of the vents and onto him and his bike. Here we sit with egg on our faces and he with oil on his. Why his didn't work, we don't know. Ambrose, you're the only one who had this problem—you troublemaker.

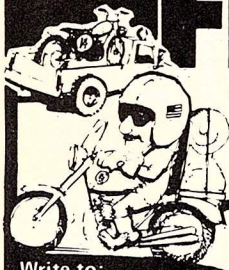
\* \* \*

A mechanic at a local Yamaha shop gave him a hot tip that will cure this problem. An idea supposedly stolen from Husky. You must plug the damper tube with a bolt drilled with venting holes.

Take a bolt that will fit the tube and drill it three-quarters of the way through the side (horizontally) to intercept the vertical hole. Make these holes as large as possible. Cut the head off the bolt and notch the top for a screwdriver slot. The front end was then reassembled with a Number 1 Products fork kit. The oil pumping problem was solved and the kit worked beautifully.

Another tip that he has passed on to us sounds a little strange. He claims that a can of Drano left in his exhaust pipe overnight cleans it out beautifully. Hmmm!

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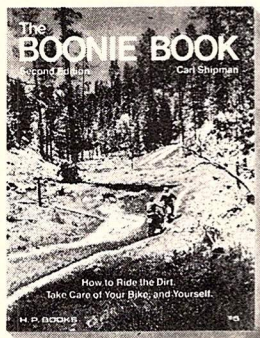
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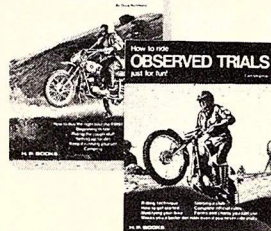
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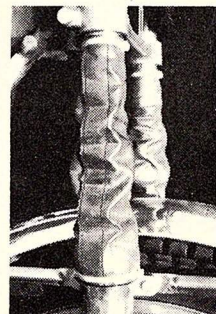
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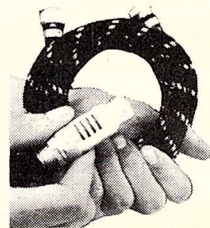
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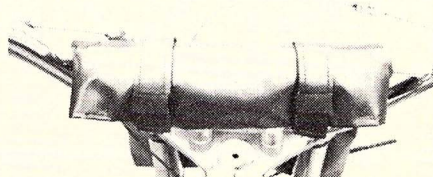
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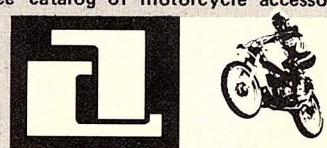
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**TONY DISTENFANO**  
*Cont'd. from page 44*

more I got used to it.

Chet: And these are gonna be production bikes next year? Or are you talking about the factory bike?

Tony: No, that's the factory bike. Now, the 250 at the Coliseum seemed so much nicer than my own 250. Thing was light...

Chet: Did they take that back now?

Tony: No, they have it over here; as long as they're here, they're gonna keep it. And they might leave it, but even if they leave it, there're no parts for 'em and stuff.

Chet: Yeah, that's true.

John: They'll just send it back to Canada and give it to Vlastimil. That's what they did with my 250. By the time I got it, that thing was trash.

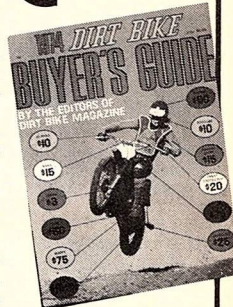
Chet: He's up there doing a Pierre Karsmakers. You know, he's first Canadian.

John: Is he?

George Wegner: Who? Valek?

Chet: Sure. That's what he did

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last year, in the Trans-AMA. You know the only Canadian race was Copetown and Vlastimil Valek had a Canadian license. So he came in first Canadian.

John: I should go up there so that I'll be first Hawaiian. Every place I go, I'm first Hawaiian.

Chet: Right, John; unless Patty's there. She's always first, isn't she?

Tony: Let me finish explaining that sponsorship deal. ESI helps me. I met them because my dad used to own a motorcycle shop and they used to deal with him. They said they'd have my van lettered up and give me so much money and pay my gas. So they painted it, made it look half decent. Put mags on it for me. And I got a couple credit cards in their name and they pay my gas. And from their distributor, I get all kinds of accessories — helmets, boots. Even if they don't handle the stuff, they buy it

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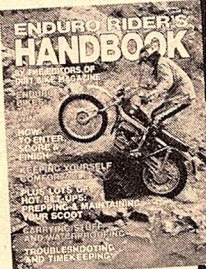
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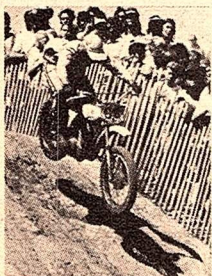
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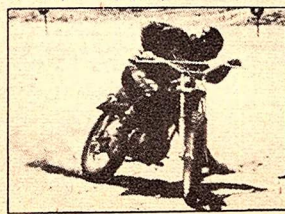
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for me. So they take care of all my accessories. So really, between the both of them — with CZ I don't pay for parts, and with ESI, I got my gas paid and all my accessories. So the only thing I really have to pay for is my food. But, there's no salary, either way.

Chet: Tony, do you feel faster this year? Do you feel like you're going faster than ever before, or at least faster than last year?

Tony: It seemed like last year, if I got a good start, I could run up there with the first couple of guys for about two laps. I could run that fast, but it was uncomfortable. I think being in shape this year makes the difference. I don't feel any different this year. I always wondered what it would feel like to start out as the local guy and then make top amateur and then top expert and then go professional. So I did it, and I started to ride in the top

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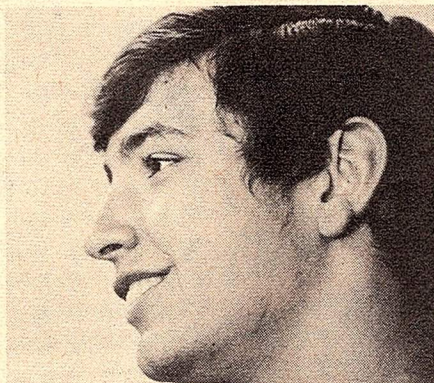
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ten, and I moved up to about fifth or so in the Nationals, and that's it. It felt like I was never going to get over the hump. And then, it just happened — and it doesn't feel any different. But, like John says, I have no pressure on me. I see other guys get burned out too quick when the pressure's on them. Like, some people had everything handed to 'em and they don't know anything about the bikes. And they come off the track and the bike's not runnin' right,



and they say, "Fix it" to the mechanic. Hey, you gotta tell the guy what's wrong. Doing it all on my own has just been to my advantage. I know the bike. I think you have to know the machine.

Chet: But can't you pinpoint it? How come everything is together for you this year? What happened? What changed?

Tony: Well, last year was the first year that I went out. I found out what it was all about. I just had a stock bike, so I went ahead, just for the experience. I was goin' to school, driving back and forth, leaving on Saturday, or Friday after school. Race, rush back, miss school on Monday.

I found out a lot during the '73 Trans-AMA, broke down a little. And then rode in the winter. Just to find what it's all about. Then you have to train and stuff.

Last year, I'd go to the starting line and I'd say, wow, better not go too fast in the beginning, won't last until the end. Or maybe the

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Adolph Weil — W. Maltais  
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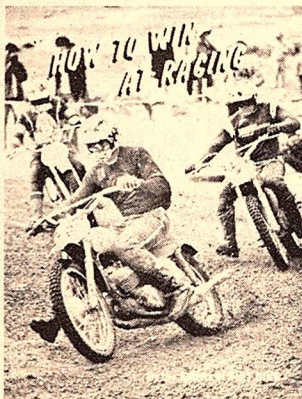
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track would be too rough  
and wear me out.

Over the winter, I got  
serious, started training,  
doin' all that Rolf Tibblin  
stuff, got a little better  
equipment. Came this sea-  
son — it was the same bike  
as last year, but I put a reed  
on it. I knew what I wanted  
a little bit more. I moved  
the shocks up.

And then down at  
Florida — I don't even  
know myself what made  
the difference — just all of a  
sudden everything started  
happening right. Down  
there, I seized the first race,  
won the next one, and then  
won the next couple. And  
ever since then, it's just  
been working good. I like  
the bike and I'm in shape. I  
think it's just confidence.  
Just get to the starting line  
and then go flat-out right  
from the beginning . . .

George: Is that all?

Tony: Really, I think being in  
shape made the difference.  
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experience, like that one

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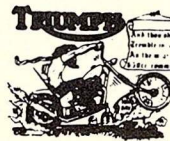
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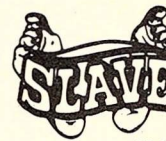
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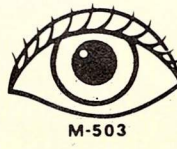
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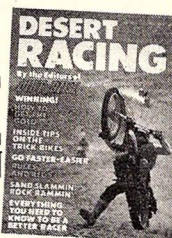
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plan you had started four years ago?

Tony: No. I just won and it all started.

George: At the Trans-AMA last year, who'd have thought that all this was gonna happen? You were breaking five weeks in a row then.

Tony: I was happy to just finish in the top 20, then the last six events — I never finished a race.

George: Well, you got so out of shape then, you were really getting tired.

Tony: Oh yeah, just everything went wrong.

Chet: We saw you messin' around with Roger and the big boys down at the Coliseum and you didn't look tired.

Tony: Man, you can tell when you monkey with them guys — see, I just missed a gear — two guys went by, said, All-right. I'm really sorry I broke my thumb. I finally get it easy, those mechanics were working on the bike — they were taking care of it. I didn't have to work on the bike or anything. Just go to the races — I woulda been seeing what it was like for a little while.

Chet: You mean being a factory racer, like down at the Coliseum?

Tony: Yeah, and in the whole Inter-AMA. And then I did this arm.

Chet: Usually, when you travel around you're your own mechanic, right? Does that work better than having a mechanic? Or worse?

Tony: It's a lot of work. Man, you just got to work on the bike all week to get it in shape. But I know, doing it myself, I know what I have. If the thing needs something done, I make sure it's done. Not like somebody that just works nine to five. I always had to do it that way anyway, so it doesn't bother me too much. When I see the other guys breaking down with just nonsense stuff happening, I know it's the mechanic's fault. Some of the stuff isn't, it's just gonna happen. But I like to do it myself.

George: Do you get kinda down?

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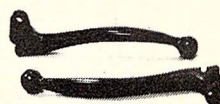
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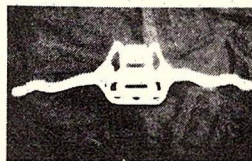


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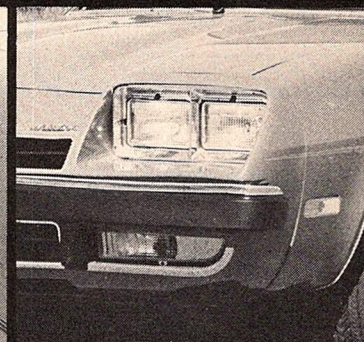
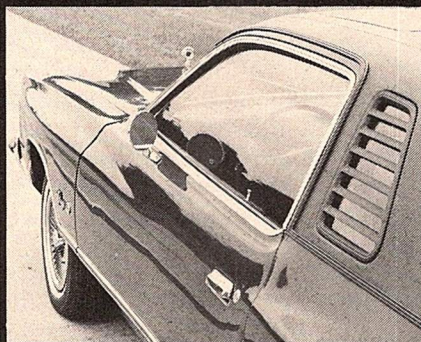
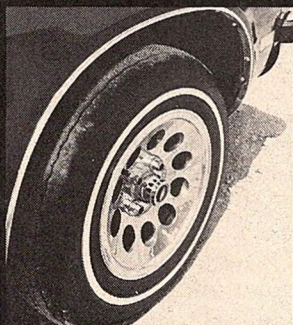
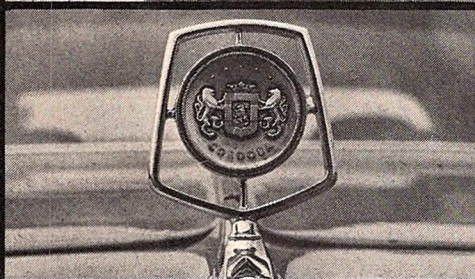
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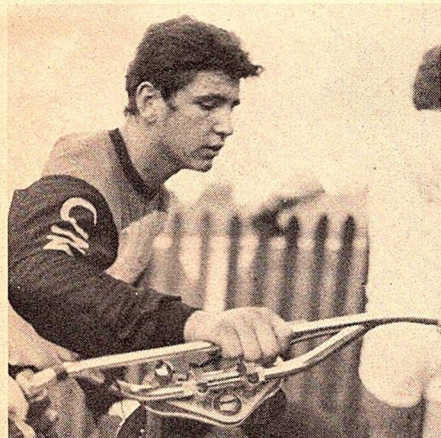


You know, you come in after a 45-minute moto and you know you've gotta check your spokes and adjust your chain and all that crap?

Tony: No, I always had to do it myself anyway, so it makes no difference to me. Then a lot of times, somebody would come and help and it really does me more harm because they don't work the way I do, and you have to get used to the bike.

Chet: I heard that people have been offering you rides.

John: For sure!



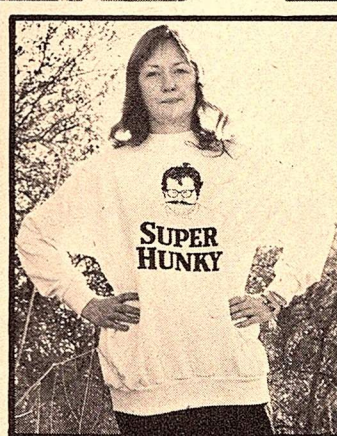
Tony: I'm sticking with CZ — until the end of the year, anyway. They just don't wanna come up with no money. "Do not be afraid..." (Tony and John break into laughter again.)

John: Here's a hundred dollars, come back in two months and we'll give you another 50... (more laughter).

Chet: Hey, Tony, do you train?  
Tony: Yeah, I was down at Tibblin's school. Down there one week, but I don't know, I think it messed up my mind. You just have to do it yourself, and that's it. Well, that's just the riding part. The training stuff was all right. You do what you want to do — he just shows you the way he thinks is good. Billy Grossi and Billy Payne were down there too. And the next day they had the qualifier and it felt weird trying to do it his way. Put your feet on the footpegs this way, put your arms this way, breathe a certain way.

George: You're not gonna race

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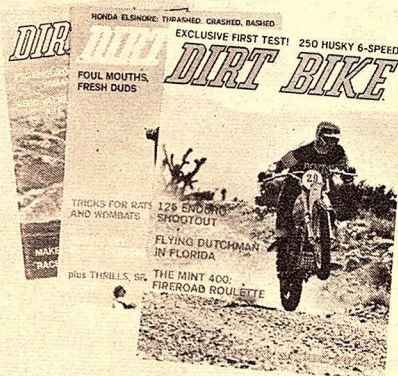
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Carlsbad then? I'll have to rearrange all my thinking. Do you think Lackey will get first?

John: Hartwig.

Tony: Ah, you can't say anything.

George: Come on, if somebody asks you, what're you gonna say?

Tony: I just don't know.

Chet: Hey, John, who're you riding for now?

John: California Cycle Center — those guys are so neat.

Chet: Not like CZ, huh?

John: No.

Chet: Tony, how would you compare your CZ — NOT their CZ — to the rest of the things the guys are running? All the factory bikes.

Tony: I never rode anything else. Everybody tells me my bike handles really well, but it's heavy. I just got the stock Konis on it. I'm adjusted to it. Really, the bike is a stock bike, the same bike I had last year. Except I moved up the shocks and put on a D&H reed. We tried to lighten it some. The bike I rode in all the Nationals last year weighs 230 dry. Now, this new one I have is nice, but I don't know if I'm gonna run it in the Nationals.

Chet: Who does the work for you? ESI?

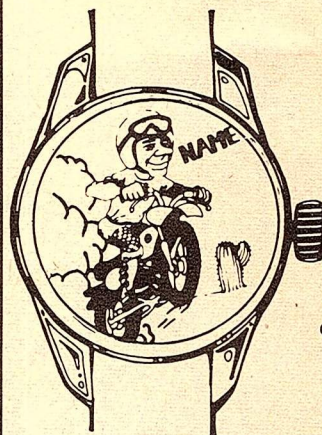
Tony: No, I do the work, and this guy, Ray Martino, who started me out racing, he does a lot of the work in a little garage out back of his house. I live with him when I'm there. He can do anything. Those other guys have all those Konis and stuff, like all their trick stuff, and I've had the same Konis on my bike since Florida. The damping will fade quick, but hey, those trick CZs don't have damping to start with. (John is laughing.) That's what made me feel so good — all the time everybody's laughing at me. But, it's neat — they make fun of you, then you go out there and sting 'em — that's all right. I get off the track and there's no damping; all the time it's boing, boing. But when I'm riding, it's fine to

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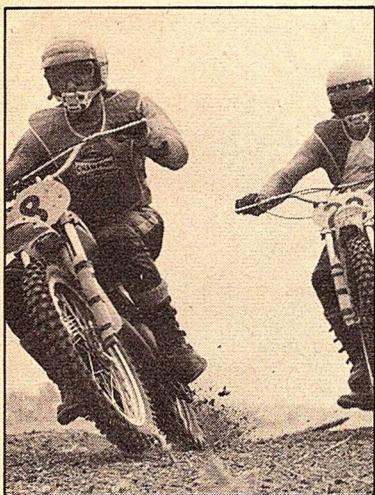
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me. Maybe the thing's totally wrong, but I'm adjusted to it. And when I was in Czecho, I rode the factory bike and couldn't make it stick. So I brought it back, thinking maybe it was me, but the mechanic (he speaks English) says, "Oh, there's no damping on these — when you ride it fast, it's all right." (John is laughing again.) It's true, when you ride around slow, it just goes boing — but when you get going the regular speed, it's nice.

Chet: Don't you feel left out, Tony? You haven't ridden all these different bikes, and you don't have any old stories to tell.


Tony: Nah. I could jump around, I've got all these offers now, good money, all expenses paid, no sweat, just fly in and out — but I just like CZ. You jump around and you have to start getting used to another machine and you go downhill quick.

Now, like this year, I would've taken anything at the beginning of the year — *anything* because no one at CZ knew what was going on. Husky said, we'll give you a bike and parts. But it was the same deal. If I can't better myself, no way was I gonna change. I think I'll stick it out. Like what really got me, like last year with Jonsson, he would've been World Champion for sure if he hadn't switched. If Jonsson had just stayed consistent, he would've had it.

John: I'm sure he had a reason, too. After a while, you have to start thinking about how many years you have left to race.

Tony: I understand; for some people, it may be that way, but not for me. I don't need all that now. I don't wanna be burned out. I put all the money I get away in a bank anyway; they just take it from me in taxes at the end of the year. I'm going to be consistent; I won't switch. That stuff is not for me; I've got all the time in the world...

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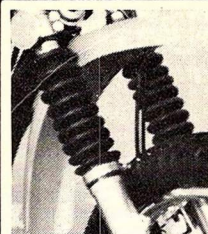
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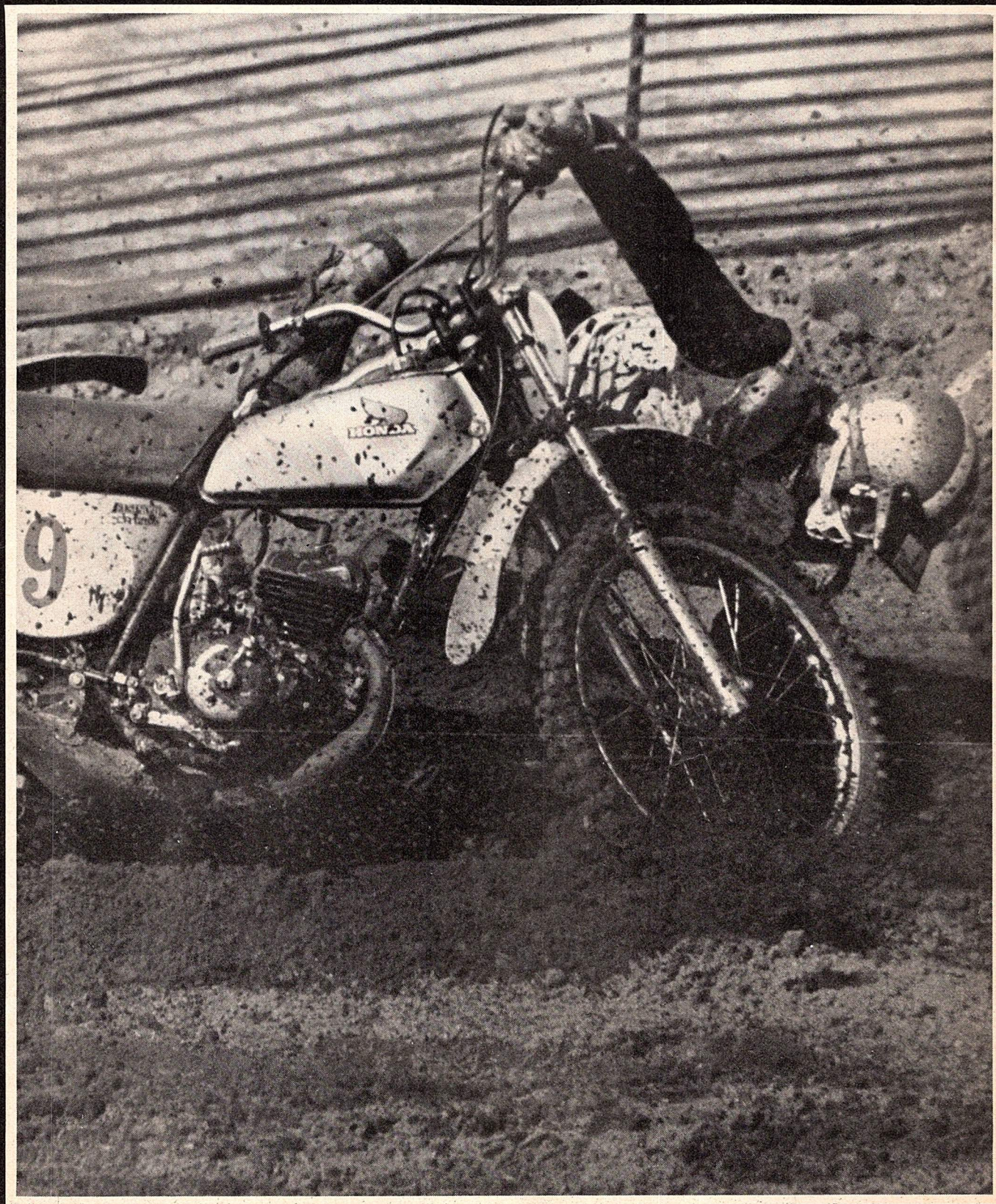
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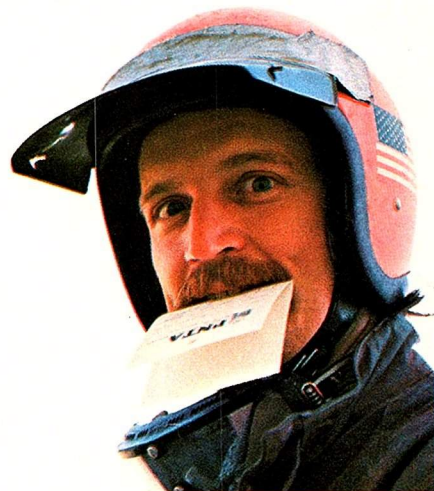
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